

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER5-0

FEBRUARY 1946

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BLUEJACKETS' NEW JACKET?



NEW GUINEA QUIET

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FEBRUARY 1946

NAVPERS-O

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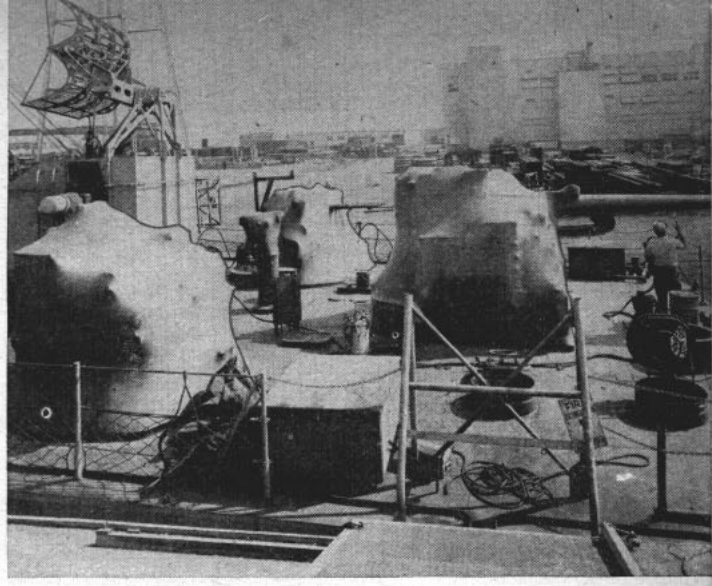
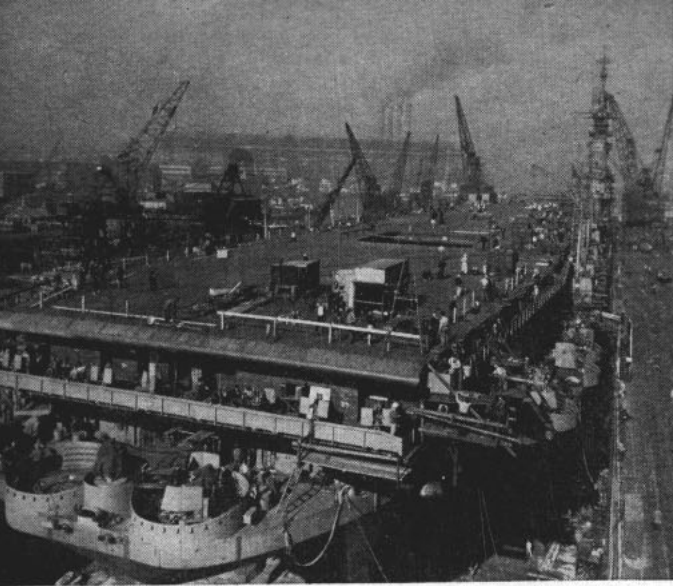
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● FRONT COVER: The blue battlejacket, feature of the proposed dress uniform for enlisted men, is contrasted with the traditional blue blouse. Tradition is yielding to style and comfort. (See p. 6).

● AT LEFT: Not in the Ozarks or in the Michigan woods, this scene is near a Navy rest camp 1500 feet high in the New Guinea hills to give war-exhausted men of the Fleet the opportunity to relax.

● INSIDE BACK COVER: American sailors putting into Chinese ports frequently spend liberty time exploring the dark recesses of ancient Chinese temples. This Buddha reigns in the ancient Confucius temple in the old Chinese city section of Shanghai.

CREDITS: Front cover, inside back cover, official U. S. Navy photographs; at left and back cover, official U. S. Coast Guard photographs. On pp. 40-41; at top, photograph from Press Association, Inc.; upper left, lower left, bottom center and upper right, official U. S. Navy photographs; lower right, official U. S. Marine Corps photograph.



Official U. S. Navy photographs

NAVY'S JOB didn't end with shooting. To maintain peace our fleet must maintain its leadership. This means new ships like FDR (left) recently commissioned and reserve ships for emergencies. DD (right) is given a 'mothball' job.

WHY YOU'RE WHERE YOU ARE

And How the Points Are Set That Determine When You'll Get Discharged from the Navy

JUDGING from complaints and inquiries, the big question among the men in the Fleet these days run something like this:

"Why do I still have to be out here instead of home?"

And, based on the fact the discharge points always seem to miss you by just a couple of points, no matter how much the score is lowered, there is a further question which seems to come

up every time two Navy men get together for a gripe session:

"Why did they set the points at 29 instead of 25 or 20?"

Both of these questions, of course, are part of one larger question. The answer to which is—as the title of this article puts it—"why you're where you are."

The answer for any given individual may be so very remote you may well wonder if there is a good answer. From where you're sitting and waiting for that ruptured duck to light on

your chest, there may not seem to be much of a job to do.

But the fact remains, if you can see the over-all picture, the Navy has quite a big job to do and you fit into it as one of the men the Navy needs to get on with the work. When your special part of it is done, or when the total number of men needed is reduced to the point where you are the next to go on the basis of length of service, age and dependency, you may be sure the points will be cut enough to "include you out" and you will be discharged. And it may be comforting to know that Navy demobilization is running ahead of schedule.

What is the Navy's job that keeps



U. S. Army Signal Corps photograph



Photograph from Press Association, Inc.

SURRENDER WITHOUT PEACE is danger that occupation job aims to avert. In addition to its part in occupation, Navy has job of supporting our forces abroad. At right is 'the Glass Eye', one of Jap war criminals convicted.



Official U. S. Navy photographs

CONVERTING A GLOBAL Navy from wartime to peacetime is a worldwide project. It involves demobilization of huge supply lines built up for war, as well as rolling up bases no longer needed, and converting others to postwar roles.

you in? Here is how the CNO, Fleet Admiral Chester W. Nimitz sums it up:

"The principal tasks of the Navy at this time are those connected with the support of the foreign policy of the United States, the support of the occupation forces overseas, the demobilization of the Navy and assistance in the demobilization of the Army, and the training and preparation of the postwar naval establishment afloat and ashore."

With equal point, Fleet Admiral Nimitz might have said that the greatest navy the world has ever known cannot be fractioned overnight and yet maintain the sea-going efficiency required to bolster and secure the hard-won peace. The Navy cannot simply pull a ship into home port and say, "You've done a great job, boys—go on home." The job is not over. The Fleet must be kept a "going con-

cern"; there is a minimum to the pace at which the Navy can lose trained men, for continuity of operations demands that war-skilled men pass their combat learning to the boots.

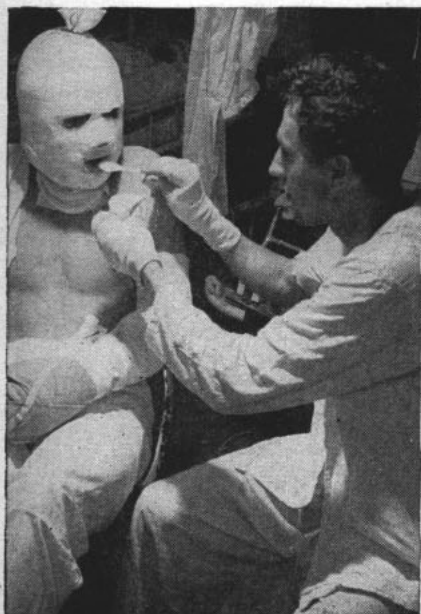
All this is general language, of course, when applied to your specific billet. To break that down as much as possible without listing everyone by name, ALL HANDS has checked the muster lists as of 1 Jan 1946 to see what approximately 2,200,000 officers and enlisted personnel were doing in the Navy then.

The 1 January muster shows approximately 950,000 were afloat and about 200,000 were on beaches outside the United States. Approximately 360,000 were assigned to continental U. S. activities. About 135,000 "students" were in various types of training in the U. S. and about 55,000 were busy training them. There were over

450,000 transients—personnel not attached to any activity, some awaiting further assignment, some going to separation centers, in staging areas, en route to new assignments. Finally, there were those men and women without jobs—the hard luck guys. They included over 50,000 patients in hospitals, nearly 7,000 listed as missing and 15,000 in brigs and other naval prisons.

Maybe you're wondering what 950,000 men are doing afloat. Most of them were serving aboard the approximately 9,200 Navy ships ranging from the smallest to the biggest. The majority of the ships were in commission and on in-service duty, others were in the process of being decommissioned or were already in the inactive fleet but still requiring ship-keeper crews.

But, you want to know, why do we



DEMOBILIZATION is slow in coming for many men who hit rough going a few months back. The Navy is putting high priority on job of caring for these men so that they'll have every chance possible of making complete recovery.

need so many ships in operation now that the war's over?

Well, if you are keeping up with the news at all, you can figure out why we needed about 45 major and nearly 400 minor ships in the China Sea area from Korea down into the Philippines. The 45,000 men aboard those ships were engaged in carrying out the first two tasks Admiral Nimitz mentioned: supporting (1) our foreign policy and (2) our occupation forces. Another bloc of ships—about 40 major ones and nearly 900 non-combatant and auxiliary craft having nearly 60,000 men aboard—was doing the same thing in Japan's home waters. Some of the ships in those two groups were helping the Chinese establish order and occupy former Jap-held territory, others were supplying the fleets as well as our own shore units, including the Marines. Some were engaged in patrol, search, reconnaissance and garrison duty. Still others were employed facilitating the operation of ports. A great many of the minor ships—approximately one-sixth—were engaged in sweeping the seas of what was left of nearly 100,000 mines sown during the war.

What about the rest of those 9,200 ships? Well about 260 of them were still "Magic Carpeting" early in January, mostly in the Pacific. Bringing Johnny home thus kept nearly 110,000 busy operating the 57 combatant ships and 201 non-combatant vessels in the Pacific runs while approximately 2,300 others were engaged in operating the three Navy combat ships remaining in the Atlantic shuttle service.

Then there were 31 combat ships bound for Pearl Harbor from the Marianas; two others were headed for Pearl, too, one from the West Coast and one from Shanghai. Thirty-nine major vessels were tied up at Pearl, some awaiting further assignments, others preparing to leave for the U. S., where they would be overhauled, refitted, get new crews or be decommis-

sioned. Another 13 combat ships were en route to the West Coast from Pearl and one was headed the same way from China. These 86 ships enroute to and from or at Pearl Harbor accounted for approximately 20,000 of the number of men afloat.

Scattered around the Pacific were a few other ships with various duties, serving as headquarters for naval activities, winding up naval affairs, etc. These included a cruiser at Noumea and one at Brisbane, a destroyer escort in the Marshalls and another at Iwo Jima. Too, there were 27 combat ships in the Marianas in much the same status as those at Pearl Harbor—awaiting new assignments, getting ready to go to the U. S. for refitting or decommissioning, etc. These 31 "scattered" vessels had an approximate complement of 10,000.

Another group of personnel afloat—about 4,000—was aboard eight combat ships steaming down the West Coast of the U. S. bound for Balboa and transfer to the Atlantic and the East Coast through the Panama Canal. Two others with about 750 aboard had already reached the canal from the Pacific. Another large bloc—about 104 ships with over 47,000 aboard—was tied up in West Coast ports about to be decommissioned, about to return to duty with the occupation forces or other Fleet assignment or about to head for the Atlantic for duty or decommissioning.

That takes care of the ships in the Pacific. Now, here's the story in the Atlantic of the ships and the men it takes to man them:

Other than those in East Coast or Caribbean ports or within those areas, there were but few combat ships on active duty in the Atlantic. Ships in commission in or off East Coast ports totalled 192 with over 51,000 officers and men aboard. There were 45 combat vessels in or off Caribbean ports, keeping 10 500 men engaged.

Other ships in the Atlantic or re-

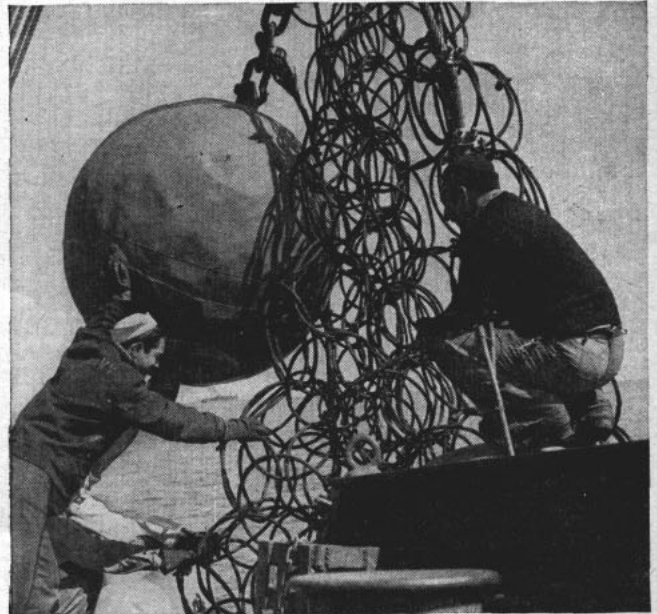
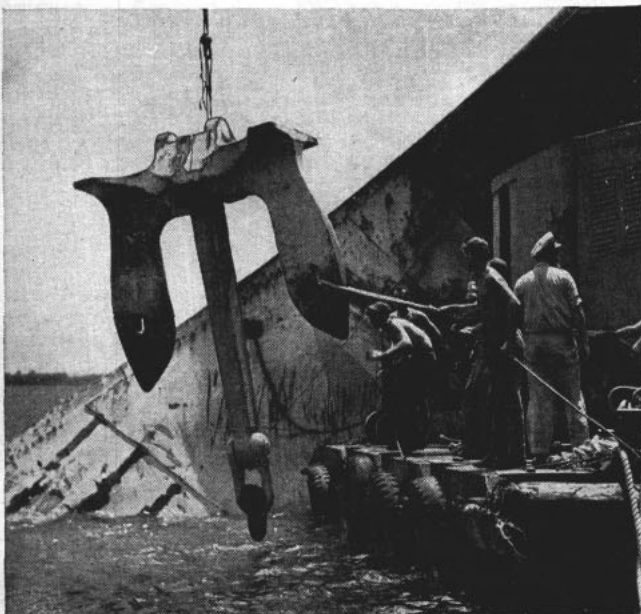
lated areas included one combat ship off South America's east coast on a good-will tour, another in English waters, two on the way to Gibraltar and the Mediterranean and three already there. Aboard these seven ships were over 3,000 men.

As Admiral Nimitz pointed out, getting the postwar Navy establishment squared away is part of the Navy's job these days and a phase of that task in early January was the "shaking down" of 15 new ships in the West Atlantic and six off the West Coast. These 21 ships needed nearly 12,000 men on board.

Speaking of getting the Navy squared away for its postwar job, those 393 ships that were on the inactive list or in the process of getting there required the services of nearly 14,000 men. Of the 393 ships, 208 major and 23 non-combatant vessels were on the West Coast and 141 major and 21 non-combatant craft were on the East Coast.

Rounding up the remaining personnel afloat, we find 30,000 assigned to flag command staffs (some of which were on beaches) engaged in the administrative tasks required in operating fleet units; nearly 100,000 assigned to fleet air units both aboard combat ships and at overseas bases carrying on patrol, transport and other types of necessary duty, and about 10,000 winding up armed guard duties.

So far, we have accounted for nearly 2,500 of the 9,200 ships in commission and on in-service duty at the first of the year. The remainder of the vessels, all of them non-combatant and auxiliaries, with nearly 415,000 officers and men aboard, were serving in a wide variety of ways, although many were being prepared for decommissioning, scrapping, sale, etc. Some were on duty in indirect support of the occupation forces, others were supplying advanced bases, some were engaged in harbor, port and coastal activities. Included were district



Official U. S. Navy photographs

THOUSANDS OF little cleanup jobs follow in the wake of war. Salvage crews (left) raise cruiser Pittsburgh's bow which was ripped off in Pacific typhoon. Harbors have to be cleared. Two men (right) work on a torpedo net.



Official U. S. Navy photographs

DEMOBILIZATION of personnel is itself a huge job. To keep records of several million men straight requires corps of workers at each separation center. To get men home, the Navy converted available ships to transports.

craft, even vessels within the continental limits of the United States. Still others were the floating drydocks and miscellaneous repair units.

Well, Mac, such is the job of naval personnel afloat. But the men afloat weren't the only ones outside the United States as the new year got started. Take, for instance, the 12,500 officers and enlisted men serving with the Marine Corps on garrison and occupation duty outside the U. S. These included doctors, corpsmen, chaplains, cooks, bakers, etc. Then there were 130,000 stationed at advanced bases, essential in maintenance, supply and repair work and in many cases in "rolling up" the bases. About 55,000 organized CB units and replacements were busy squaring away our permanent bases overseas. Other personnel outside the U. S. included about 1,300 men and officers necessary to carry on the mass of communications essential to the operation of the world's biggest navy. And finally there were about 500 serving in embassies, liaison offices and missions—technicians and specialists with exceedingly important work to do.

Now for those ashore in the continental U. S. Generally, many of the 360,000 officers and enlisted men who were within the U. S. limits early in January were engaged in winding up the affairs of the activities to which they were attached. Others were carrying on normal Navy activities.

One of the biggest groups ashore was the one assigned to the Bureau of Aeronautics. Early in January more than 115,000 were attached to BuAer activities. More than a third of the total was assigned to training stations and activities, others were deactivating bases and still others were carrying on such important work as Naval Air Transport. The Bureau of Medicine and Surgery had a stateside complement of about 34,000. Rehabilitation, research, hospitalization and the

general well being of the Navy was in their province.

Another sizable portion of Navy personnel ashore was assigned to Bureau of Ships activities which included berthing of ships being laid up, operation of ships yards and repair bases. Ships companies at the various receiving stations and ships throughout the nation required over 30,000 officers and men because of the heavy traffic through them.

One of the largest single groups ashore was that engaged in demobilization of personnel. Trimming the Navy from 3½ million down to 558,000 by 1 September was the particular headache of more than 42,000 people assigned to demobilization activities.

Then there were numerous other groups of personnel variously assigned to shore activities around the first of the year, including about 3,000 attached to recruiting and induction work; some 200 assigned to officer procurement which now mainly involves selecting personnel for the V-5 aviation program, NROTC and such technical personnel as the Navy may need; 4,000 at naval operating bases and naval stations; about 2,500 at submarine bases, and over 2,000 taking part in Port Director activities.

Slightly more than 1,000 Navy people were assigned to degaussing work, harbor entrance control and operations of such section bases as those for district craft. Shore-based communications chores required another 6,000 men and women while the naval district headquarters required about 10,000 in administrative work.

The Navy Department in Washington had a complement of over 22,000, principally to take care of the over-all administrative phase of operating the Navy. Approximately 4,500 people, mostly officers, were assigned to the Secretary of Navy's office for duty in such activities as the Office of Scientific Research and Development, the

Judge Advocate General's staff, etc. Another 700 Navy people were assigned to Marine Corps units in the U. S. and more than 3,000 were on duty at amphibious depots, maintaining some, squaring away others.

BuOrd activities, which included the storing of ammunition, research in light of captured enemy equipment, etc., required over 23,000 personnel, while BuDocks kept approximately 5,000 people busy in shipyards, repair bases and in the berthing of ships being decommissioned. Nearly 10,000 Navy people were required by the BuSandA in the postwar "settling of accounts," etc.

A miscellaneous activities grouping showed 5,000 more engaged in such relatively small scale but important assignments as the Navy's Hydrographic Office, naval intelligence within the U. S., and maritime training centers. Nearly 9,000 people assigned to Bureau of Naval Personnel activities included those on duty at naval prisons and in the welfare and recreation division.

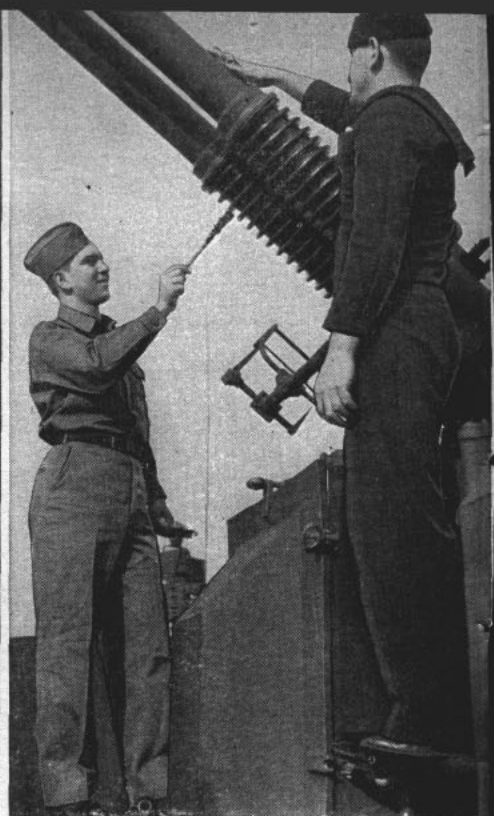
In addition to 360,000 officers and enlisted men and women in the various activities within the U. S., there were the 135,000 "students" in boot camps, service schools, etc.; the 55,000 required for ships companies at the training centers; the 50,000 hospital patients, the 15,000 enlisted men in brig and the 450,000 transients.

And so, Mac, there's your picture of the Navy today—what it's doing and how many people it takes to do it. The picture changes often and fast but not unnoticed. As the Navy's job tapers off, the manpower requirement goes down—and so do the points needed for discharge.

All of which leads us into discovering how the Navy trims its force to meet its requirements.

Demobilization is no crystal ball affair, Mac. It's a carefully calculated

(Concluded on Page 63)



Official U. S. Navy photographs

THE OLD AND THE NEW will be on trial during next three months when enlisted men's newly designed uniforms will be tested by men in the Fleet. At the end of tests men will pass on first-hand reactions to the new clothing.

NO MORE BELL BOTTOMS?

Sailor's Traditional Garb Goes Overboard If Three Basic New Uniforms Pass Muster

A COXSWAIN, USN, took pen in hand recently and let the Navy Department know how he felt about changing the enlisted man's uniform.

"The present uniform," he asserted firmly, "is as much a part of the Navy as the USS *Missouri* . . . is the most efficient seagoing uniform that could ever be perfected . . . can be stowed in a very small space. Any other uniform would require larger storage, locker and laundry space, thereby creating a hazard to battle efficiency."

A seaman first class was equally positive. "The present enlisted man's uniform," he wrote, "is a monkey suit and it drives me nuts. What do you think I am—an orang-utan?"

This month, tests will begin in the Atlantic and Pacific fleets, the 9th and 10th Naval Districts, to decide the issue—is the era of the 13 buttons, white stripes and tiny pockets to end at last? Proposed new uniforms for enlisted personnel, other than chief petty officers and cooks and stewards, will be the subjects of the tests.

If the new uniforms are adopted, the Navy will scuttle the blue flat hat, existing dress and undress blue jumpers, the present blue trousers which are referred to more romantically than accurately as bell bottoms, the black neckerchief, the present white jumper, and the white pants without hip

pockets. The white hat, peacoat and dungarees would be retained, although a new gray working uniform would replace the latter in many cases.

One thousand sets of each of the proposed new blues, whites and grays were scheduled to be sent to each of the fleets for study under actual sea conditions.

In the 9th Naval District, where icy winds from Canada howl across the Great Lakes and the midwest plains, 500 sets of blues and 250 sets of grays were to be tried out. And in San Juan, Puerto Rico, the 10th District headquarters, where the sun failed to shine only 17 days in six years, 250 grays and 500 whites were to be tested.

CincPac, CincLant, Com9 and Com10 have been requested to report to Washington on the outcome of the tests. After that, if the reports are favorable, the new uniforms may become official but only when present uniform stocks are depleted.

Briefly, this is what the proposed new uniforms look like:

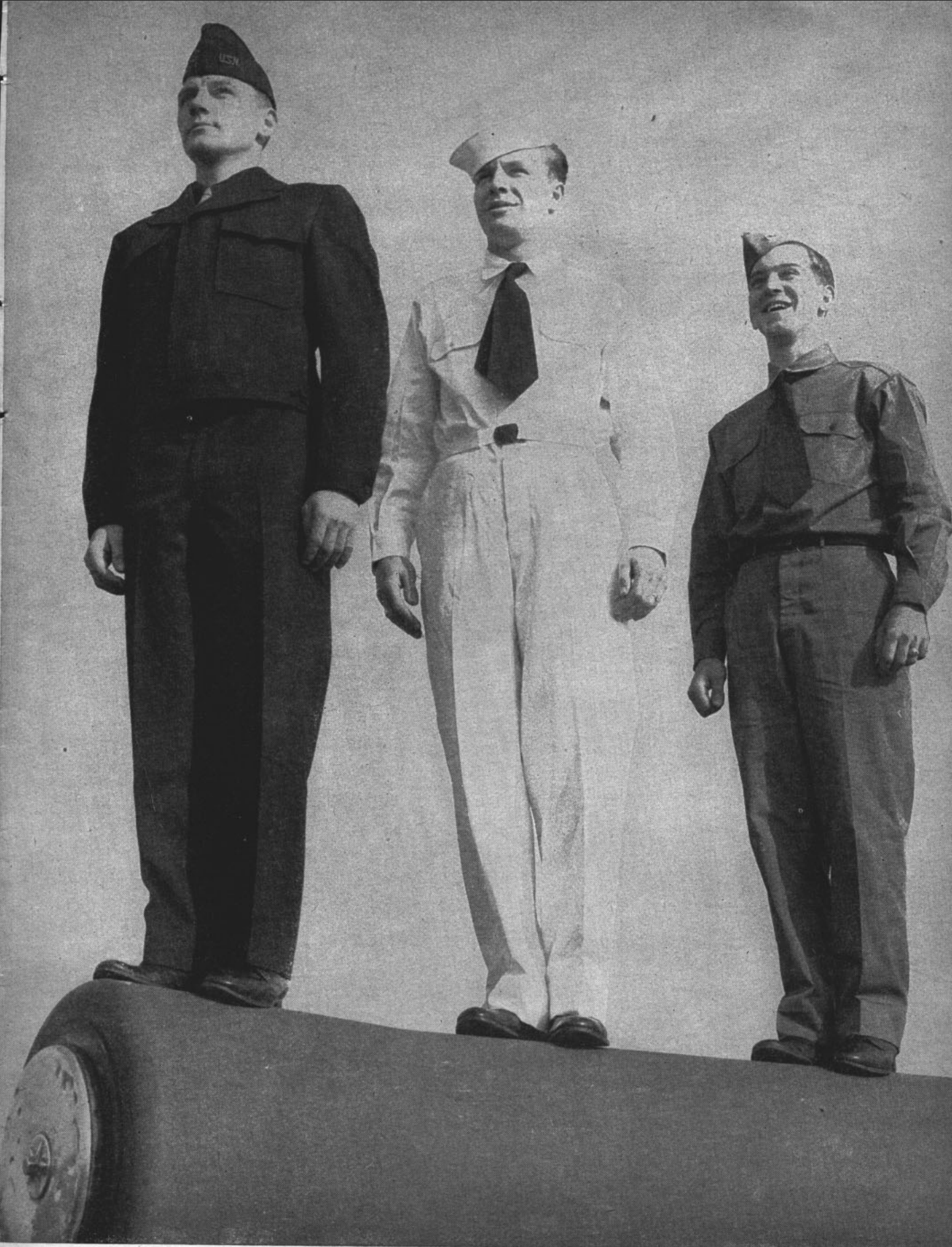
Blue Dress "Jumper"—A blue jacket of design somewhat similar to the Army battle jacket, sometimes called the "Eisenhower," made of the same material as the present dress jumper. Two large patch-type breast pockets are secured with buttons beneath the flaps. It has a small, lapel-type collar,

and five buttons down the front, secured beneath a vertical flap so none of these buttons is visible when the jacket is worn. An overlapping tab at the waist, to the right of the lowest button, is secured with a snap fastener. Button tabs at each side of the waist permit tightening or loosening, as do the double buttons on the cuffs. There are no inside pockets or white stripes.

Blue Trousers—Same design as officer's trousers, but the material is the same as the present enlisted man's lace-ups. They have two side pockets, watch pocket, and two hip pockets, are worn with a belt, pressed the way civilians press theirs, and have no cuffs. The fly has five buttons. There isn't the faintest suggestion of a bell bottom.

White Shirt—A sports type, of the same material as the present white uniform. Depending upon the uniform of the day specified, it may be worn open at the collar, or with a necktie, secured in conventional four-in-hand fashion, as officers tie their ties. Like the jacket, the shirt has two large breast pockets, with flaps which button down. The Naval Uniform Board has recommended that the shirt be of pullover or slip-on type, with just two buttons at the top, on the ground that it would be easier to take care of, although shirts buttoning all the way also have been proposed.

Blue Shirt—Same design as the white shirt, made of material similar to that of the present undress blue jumper.



PROPOSED UNIFORMS are modeled by three members of ship's crew aboard USS New York. Dress blues (left) will have battle jacket, overseas cap, blue tie. New dress whites retain only the white cap. Working uniform is gray.

Official U. S. Navy photograph

White Trousers—Same design as the new blue trousers, same material as the present white uniform. Hip pockets would be the principal variation from the present white trousers.

Grays—Shirt and trousers similar to those now worn by chief petty officers, although shirt may be slip-on rather than coat type.

Headgear—Blue garrison hat of same material as dress blues; gray garrison hat of same material as gray uniform; the present white hat, and a gray, baseball-type cap similar to those worn by some personnel aboard carriers.

The *dress, blue, uniform* would consist of the white shirt, blue jacket, ribbons, blue trousers, blue garrison cap, black necktie, black socks and black shoes. In inclement weather, COs would authorize wearing of the blue shirt instead of the white, with a light blue necktie.

An alternative dress uniform, designated as *dress, blue, C*, would provide for wearing the white trousers with

the blue jacket, instead of blue trousers, and the socks could be white, natural color or black. *Undress blues* would consist of the blue shirt, blue trousers, blue garrison cap, black socks and black shoes.

The *dress, white, uniform* would consist of white shirt, ribbons, white trousers, white hat, black necktie, white, natural color or black socks, and black shoes.

Undress, white, A, would be the same outfit, but without the necktie or ribbons. *Undress, white, B*, would differ from *undress, white, A*, in one respect—you could take off your shirt.

The summer working uniform would consist of gray shirt, gray trousers, gray cap, black socks and black shoes. Dungarees would be worn only for the really dirty work, in which there would be likelihood that dirt, oil or grease would get on the clothing.

Boatswain's mates, quartermasters, guard petty officers, and other petty

officers on watch on deck, mail orderlies, buglers, messengers, sideboys, sentries, men on guard and patrol detail, and the coxswains of all boats would wear the light blue necktie with undress, blue, and a black necktie with undress, white, A. Other men, however, would not wear a necktie with undress, blue, or undress, white, A, except on occasion when prescribed.

Bodies of men under arms, including their petty officers, would not wear neckties with undress, blue, and undress, white, A, except on guard.

One of the questions which enlisted men ask about the change is:

"Why doesn't the Navy just provide enlisted personnel with uniforms similar to those worn by officers or chiefs, except for the insignia?"

The answer comes from an officer in the uniform section of BuPers, who was an enlisted man himself for 16½ years and wore "bell bottoms" for 10½ years before he made chief.

"The new uniforms," he says, "are washable, and may be worn without pressing if they are properly folded for stowage in lockers. Obviously it would be impracticable to have dry cleaning and pressing facilities aboard ship sufficient to take care of an entire crew. As it is, chiefs and officers must just get along as best as they can without such equipment, except for pressing machines aboard large ships. Installation of additional equipment would undoubtedly necessitate removal of much more vital gear. Dry cleaning fluid is also a fire hazard—and anyone who has been through a fire at sea certainly will agree that no new fire hazards should be added."

An officer-type uniform is a considerable stowage problem aboard ship when compared with the proposed new jacket for enlisted men, this officer said. Coat hangers are a virtual necessity with the former, but the jacket can be folded and stowed, if hangers or space for hangings are not available.

The twin problems of cleaning and stowage were major factors in the deliberations of the Naval Uniform Board which resulted in the new uniform designs. The fleet tests in which Washington is particularly interested are those to be made aboard ships on which facilities are limited.

One enlisted man proposed a set of dress blues almost exactly like those which the board approved, with two notable exceptions. He would have gold stripes on the sleeves, and, running down the sides of the trouser legs, gold stripes an inch wide. Fears were expressed, quite unofficially of course, that such a uniform might result in confusion of sailors with movie ushers. A bluejacket might be AWOL for months in the Roxy, disguised as an employee.

The desire to retain the distinction of the Navy uniform was one of the reasons for proposing retention of the white hat. White garrison hats were tried—and were found to make a sailor look like a soda jerker. White hats with visors on them also were tried, but looked like the milkman's cap.

It has also been suggested that a gold USN insignia, such as that worn by cooks and stewards, be attached to

PROS, CONS SPEAK THEIR PIECE

Following are typical comments which the Navy has received with respect to proposals that the enlisted man's uniform be changed:



From "Ten Young Girls": "We think the sailor's uniform is swell just like it is. It is tops with us girls. As for the sailor who said he couldn't land a girl in port, decked out in this monkey suit, tell him for us girls—don't blame the uniform . . ."

A former sailor: "Custom reconciles Greeks to skirts, Scots to kilts, natives to saucers sewed in their lips and sailors to kiddy clothes . . . The time is ripe (for a change). Let the new uniform . . . be something lively, snappy, rakish, clipper, classy—yet dignified with design as becoming to them as to officers and gentlemen!"

QM1c: "Some of the childish actions . . . by enlisted men are, in my



opinion, due to the uniform. I, myself, have done things that I normally wouldn't have done, if I hadn't felt that I was dressed as a child."

MoMM2c: "The uniform should stay the way it is. Tradition and precedent are carried out in most everything else; why, then, shouldn't they be carried out in the uniform? There is entirely too much heed taken to 'outside the Navy's opinions.' After all, we are wearing the uniforms and why shouldn't a vote be taken by the men?"

A girl in South Carolina: "My cousin, who has been in the Navy for six years, says he wouldn't change



his bell bottom trousers for anything and I agree with him. They look so good, and they say they feel good too."

MoMM3c: "Do away with the flat hat. More pockets."

SC2c: "I think that the enlisted man's uniform should be changed into one resembling that of a CPO."

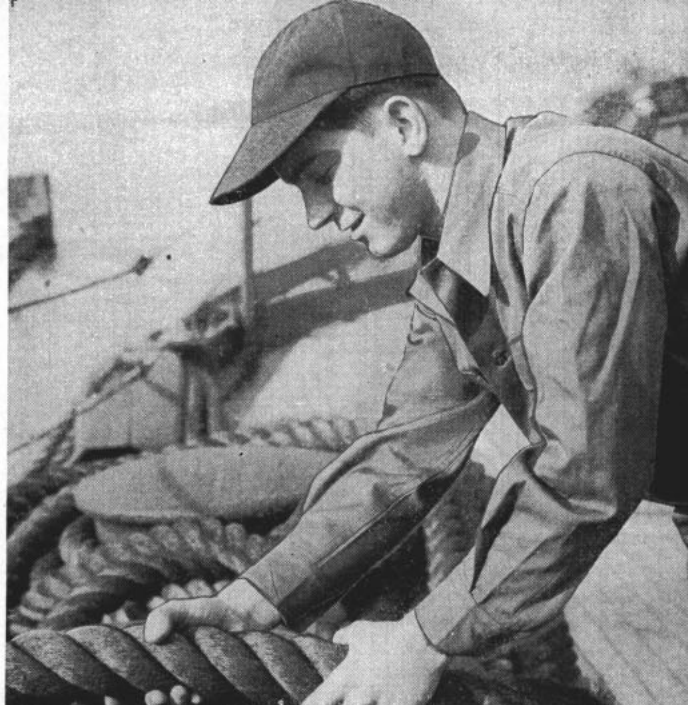
TM3c: "The whole uniform . . . is too old fashioned. The heck with tradition. Think of the man that wears it. Make it like a chief's uniform or similar."

Slc: "I think that it (present uniform) is good enough for anyone."

Man on Ellis Island, N. Y.: "The collars, excess buttons, and bell bottoms may be traditional, but they certainly are both uncomfortable and wasteful."



BLUE UNIFORM may be worn with blue shirt and light blue tie (as shown above) or with white shirt, black tie.



VISORED CAP copies closely from one popularized by Admiral Mitscher, is part of proposed new work uniform.

Official U. S. Navy photographs

the garrison caps, and the collars of shirts when the jackets are not worn.

The desirability of placing rating badges on both sleeves to permit easier recognition, either in the present size or in a smaller size similar to those worn by WAVES, is also being studied. Another possible change in the rating badges would eliminate the white eagle, leaving only the chevrons and specialty marks.

Another question raised by enlisted men was:

"Will enlisted men have a chance to influence the final form of the new uniform if one is adopted?"

In response to this question, BuPers authorized the following statement:

"Every effort has been and is being made to give as many enlisted personnel as practicable a chance to speak up on changing the uniform and its final form. Questionnaires and polls showed a feeling for a change. However, there was a large number who did not want a change. The proposed new uniform is hoped to be satisfactory to all and at the same time, to be serviceable and practical. Sample uniforms have been sent to some ships and stations where a good cross-section of experience can be had in order to get sound recommendations regarding service use.

"After suitable trial the commanding officers will make recommendations. The recommendations definitely will be based on the reactions of the enlisted men who have been wearing the uniforms as well as the performance of the clothes.

"This question is of such interest to the whole Navy that no stone is being left unturned in the search for the answer."

Men will be selected aboard test ships and stations to wear a regular

prescribed outfit of each uniform exclusively, under as many and varied service conditions as possible, for the duration of the three-month test period.

There is no doubt that enlisted men have ideas on the subject—and so do their sisters, wives, and sweethearts. The most agitation for a change comes from older men, letters which the Navy has received would indicate, apparently because of a feeling that the present garb is notably unflattering to men who are getting thick in the middle and thin on top. Their wives seem to agree with them.

At the same time, there is considerable sentiment favoring retention

of the present uniform, both from the younger men and their girl friends.

The agitation for a change, which was coming hot and heavy early last year, slumped sharply around July. Since then, the sentiments of the letter writers have been running more strongly in favor of retaining the present uniform. This may be due to the fact that older men, returning to civilian life, are being replaced by young recruits who feel that on them "it looks good."

In any event, there seem to be few neutral opinions on the subject, and the Navy isn't going to move until it is certain that the new uniform will be both practical and popular.

NEEDED: A 5-BUTTON TRADITION

TRADITION will take an awful beating if the Navy adopts a new uniform. But, then, there is always the possibility that new legends will spring up.

Tradition says that the present black neckerchief is a hand-me-down from the British Navy, which adopted it as a symbol of mourning for Admiral Nelson. In the new uniform, it would be replaced by a black necktie, which someone in the year 2046 probably will describe as a symbol of mourning for yeomen and storekeepers with 32 points.

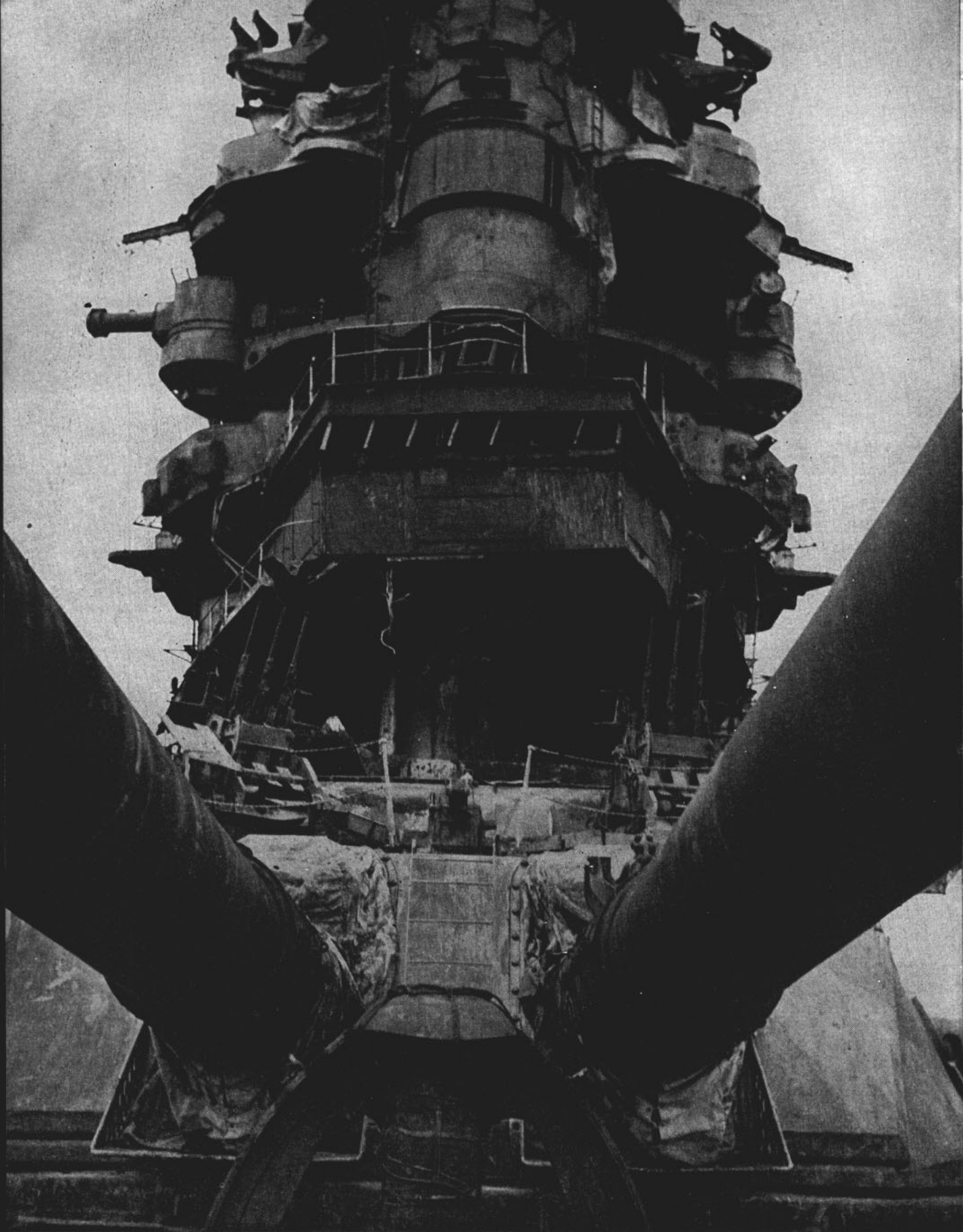
Legend—of extremely doubtful authenticity—says the three white stripes on the present dress jumper represent Admiral Nelson's three great battles—Trafalgar, Copenhagen, and The Nile. Someone may well decide 100 years from now that the Navy eliminated the stripes be-

cause it figured Admiral Nelson couldn't possibly have won those battles because he didn't have any carrier air support.

Those 13 buttons are supposed to represent the 13 original colonies. (A sailor from Utah once complained that he wasn't represented.) What will be said of the significance of the five buttons which are placed just as strategically, and more conveniently, on the new uniform? The five states Texas is big enough to be cut into—Five Graves to Cairo? Or Mr. Five by Five?

And what's to happen to that song about Bell Bottom Trousers? Can you imagine singing it to lyrics bowdlerized to fit the facts? For example:

"Trousers with hip pockets,
"Battle jacket blue,
"He'll scan the radar
"Like his daddy used to do."



Official U. S. Navy photographs
TWISTED STEEL of Japan's once-great imperial fleet serves as striking testimony of punctured dreams of empire. Chased off the seas by American naval might, blasted by U. S. bombers, the Rising Sun's ambitious navy has few ships that escaped damage or destruction. This battleship bears evidence of accuracy of Uncle Sam's bombardiers.



AT REST on the bottom of Kure Harbor, Jap battleship Ise found bombings of U. S. Navy planes too accurate.

JAPAN'S BONEYARD FLEET

**Imperial Navy That Once Challenged U. S.
Is Today a Collection of Battered Hulks**

THE JAPANESE Imperial Fleet that only three years ago was well on its way to fulfilling lurid dreams of conquest today lies impotent, a collection of battered hulks.

Only nine major units now remain in the Jap fleet, according to the official Japanese Register of Naval Vessels, and eight of those units are damaged. Besides these major units, the Register lists 38 destroyers many of which are damaged, 51 submarines, 93 small coastal craft and 5 miscellaneous training ships and mine layers.

American reports of naval losses in-

flicted on the Japs shows 318 combatant Jap units sunk or damaged between 7 Dec 1941 and V-J day.

The Jap navy's back was broken in 1944 when the American Fleet sank 37 major vessels, including four battleships, nine carriers, three escort carriers, eight heavy cruisers and 13 light cruisers. This made the U.S. Navy's 1945 job one of tracking down what was left of the imperial fleet which by then had taken to hiding in the once safe harbors of the homeland. However, five battleships were found and either sunk or crippled. Six cruis-

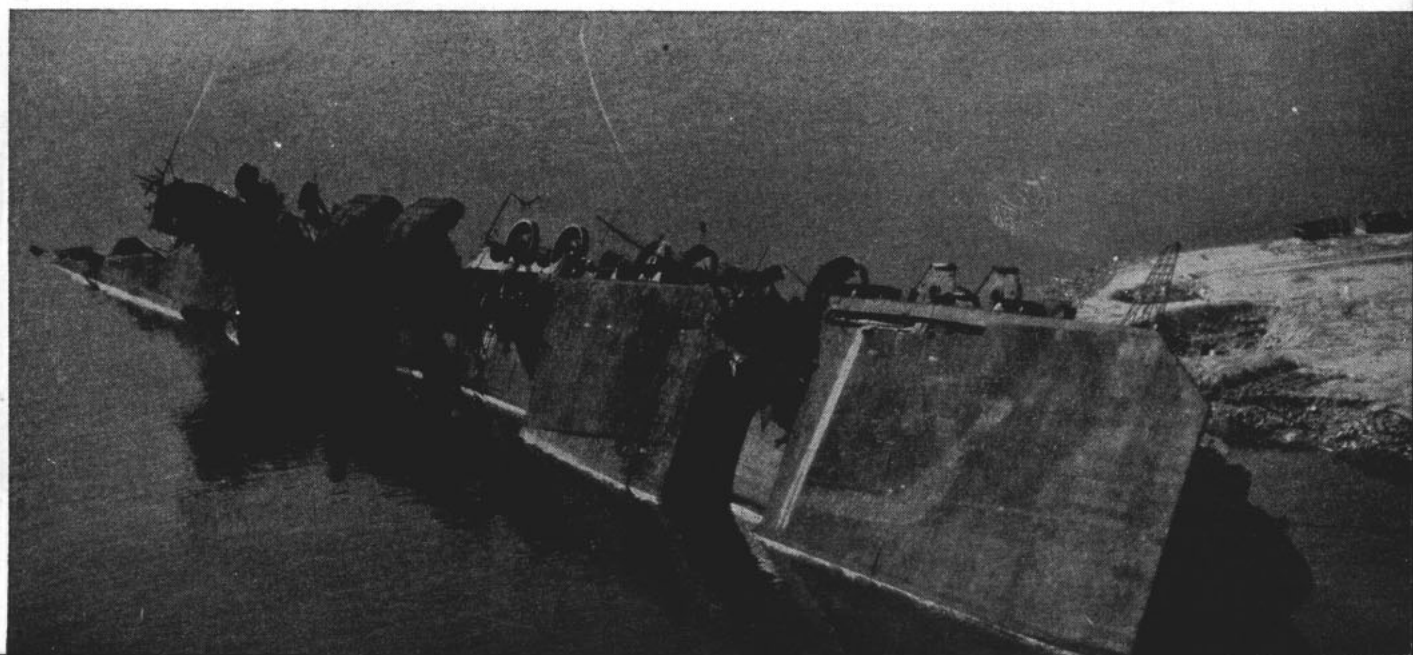
ers, three heavy and three light, met the same fate.

A breakdown of Jap losses for the entire war: 12 battleships, 15 aircraft carriers, four escort carriers, 15 heavy cruisers, one old heavy cruiser, 20 light cruisers, 126 destroyers and 125 submarines.

Surface units of our Fleet took top honors in the destruction, accounting for 98 Jap ships of all categories. Subs were next with 91 kills. Planes are credited with 87 ships sunk or damaged.

Combination actions, planes and ships or subs and ships cooperating, accounted for 15 ships, while 27 Jap vessels were lost because of explosions, mines and other causes.

HEELED OVER in debris-filled bottom of Kure Bay, Jap carrier Amagi came to humiliating end while in hideout.



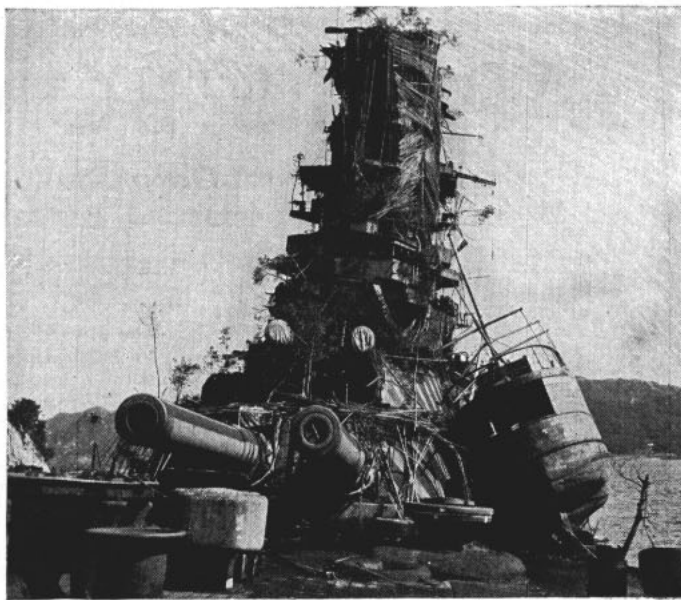


BUCKLED deck shows (above) how explosions set off by Navy fliers blasted carrier Katsuragi into helplessness.

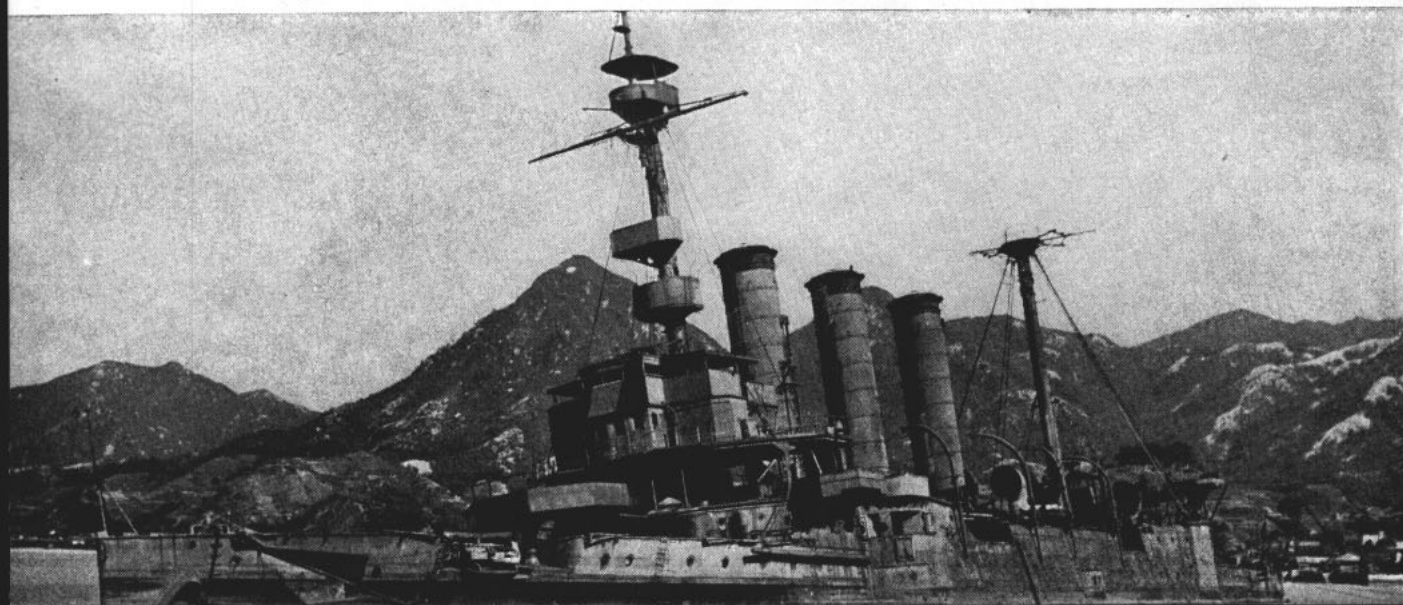
CAMOUFLAGE didn't save the Haruna (below) from bombing. Battleship is one of largest hulks in boneyard.

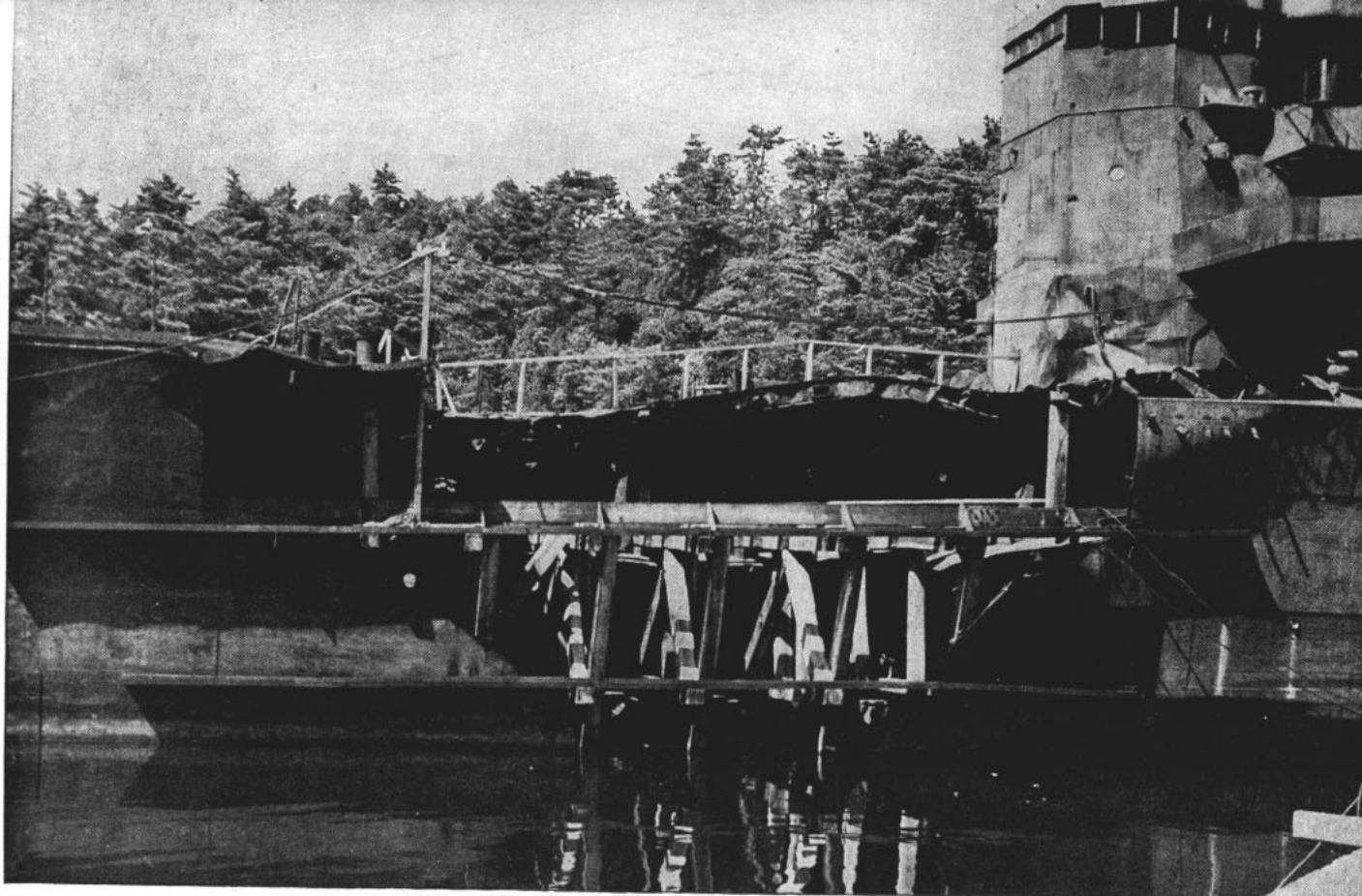


BATTERED REMNANTS of Jap fleet (above) lie at anchor or aground in Kure Bay. Note midget subs in foreground.

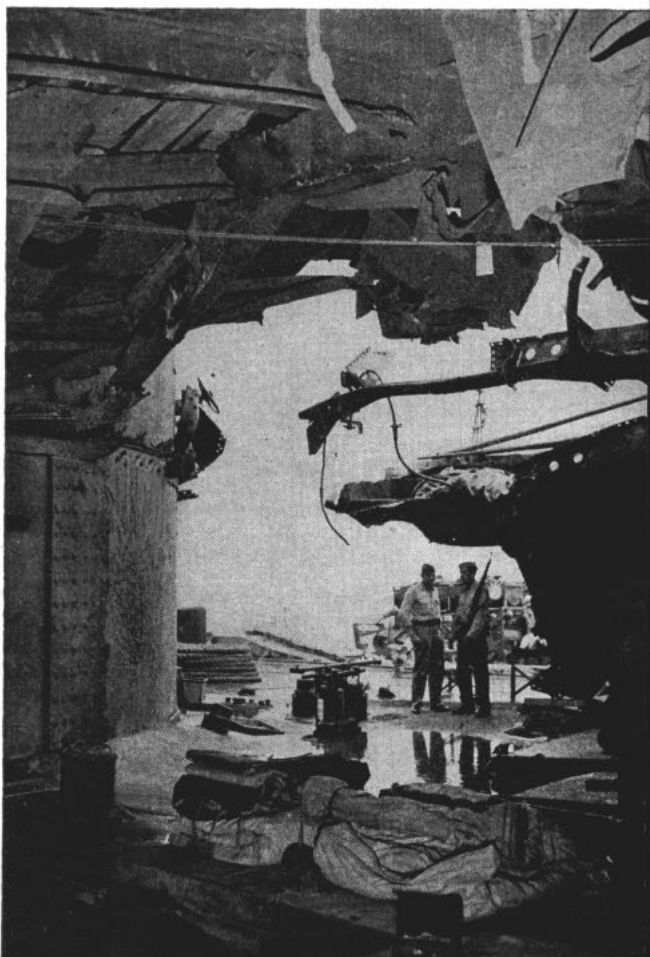
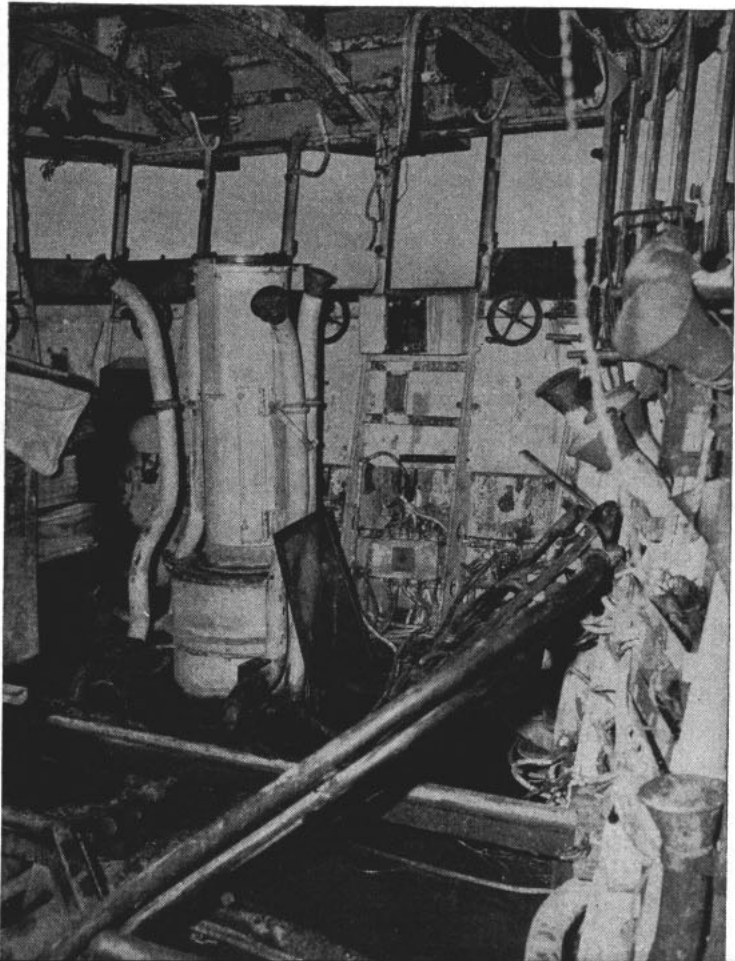


SUNKEN cruiser Iwate (below), once a part of Japan's war machine, is now but an assignment for a salvage crew.





GAPING HOLE was blasted in super-destroyer (above) by Halsey's carrier planes. What bombs did to BB Nagato is indicated below. Bridge of ship that was pride of Nippon became a shambles (left) and gun turret ripped open (right).



THE MEANING OF SEA-AIR

'... vigorous, maintained at peak efficiency—it will do more than win another war for us. It may well prevent the next war.'

JAPAN'S DESTINY was in the hands of a few men who did not understand the meaning or the use of sea power. I hope that the United States will never forget, or underrate the part that sea power has played in making it, and keeping it, the most powerful nation on earth—in the economic and commercial sense as well as the military.

You and I, as United States citizens, have a high personal interest in the world history of the next few years. The increase in frequency and destructiveness of modern war causes all of us to meditate upon the indescribable horrors which a third world war would most certainly inflict upon this earth. The dawn of the atomic age, viewed against the background of already deadly land, sea, and the air warfare, creates a somber mood in our hearts and minds. Is there anything that men and women can do to help prevent another international catastrophe? Is there anything that sea power can do? Is there anything that the United States Navy can do to check the onrush and limit the extension of world conflict?

Sea Power Defined

First, let us define the term sea power and then let us consider its past role and its possible future function in history. Stop anyone on the street and ask him to give you one good reason why we should maintain a Navy. Undoubtedly he will say that the purpose of a Navy is to protect the country against outside seaborne attack. Ask this same person to give you a definition of sea power and his answer will probably not come so quickly. He might say it means a powerful Navy, but he would be only partly right. Sea power embraces more than all the ships of the Fleet, and of the merchant marine, and all the types of naval aircraft, together with the vast assemblage of personnel, bases and equipment necessary for construction, operation, and maintenance. Sea power includes everything which makes a nation powerful upon the sea. So we include all the continental and overseas resources which contribute directly or indirectly to a country's maritime strength. Farms, mines, factories, internal transportation and communication systems, are all a part of sea power. Thus the Florida fruit grower producing oranges which will feed the members of a carrier's bomber squadron is properly a part of sea power. So is the Oregon lumberman who fells the Douglas fir which will strengthen the deck of a damaged warship. The roots of modern sea power grow deep and strong within the very soil of the homeland.

Implements Foreign Policy

Sea power helps to implement foreign policy. Our foreign policy has two aims. One is the creation of and participation in an international authority capable of adjusting affairs between nations to keep the peace. The other is to safeguard the interests of the United States. Our sea power serves both the national and international policy.

One aspect of sea power is the preservation of our maritime commerce. Mahan has well expressed the commercial requirements of any country bordering upon the sea: "Foreign necessities or luxuries must be brought to its ports, either in its own or in foreign ships, which will return bearing in exchange the products of the country, whether they be the fruits of the earth or the works of men's hands. The first and most obvious light in which the sea presents itself from the political and social point of view is that of a great highway."

Modern warfare has proved that no nation is materially

From an address by Fleet Admiral Chester W. Nimitz before Associated Press Managing Editors at Miami, Fla., 10 Jan 1946.

self-sufficient. All nations must utilize the seaways to obtain products which they themselves lack or which they cannot produce in sufficient quantity. This, as we realize full well in the wake of rationing, applies to the United States, despite the fact that economists consider our country as most nearly approaching material self-sufficiency. We depend upon sea power to provide us with tungsten and antimony from China, tin from Bolivia, manganese and platinum from Russia, chrome ore from Rhodesia, mercury from Spain, jute and shellac from India, hemp from the Philippines, rubber from the Malay States, wool from Australia, sugar from Cuba, coffee from Brazil.

Benefits National Economy

Many Americans fail to appreciate the importance of the sea and of seaborne trade in our national economic life. It has been estimated that if our merchant marine and foreign commerce are developed as they should be we can hope for \$13,000,000,000 worth of foreign trade each year—a trade which would employ hundreds of thousands in building, supplying, and servicing ships, and would provide millions of jobs in American industry and agriculture.

Now there is a broader and more definitely constructive mission with which American sea power presently finds itself entrusted. The use of sea power for purposes of international benevolence is at present an untried, yet prospectively powerful means, whereby world peace and security may be brought a little closer to the grasp of struggling, hopeful humanity.

Through the maritime world travel and trade can come the interchange of thought as well as of commodities now desperately essential to all nations. Even as the scientists have just discovered amongst the known elements, elements hitherto unknown, so it may be possible that sea power contains within itself discoverable ingredients indispensable for maintaining and preserving world peace. We take pleasure in contemplating this encouraging possibility—a sea power whose purpose transcends self defense and self protection, and aims at fostering international security through maritime travel and trade.

Force for Peace

But I would put the importance of American sea power as a force for peace upon even more practical terms. Every would-be world conqueror now knows that the United States is the checkmate to such ambitions as inspired Tojo, Mussolini and Hitler—and Kaiser Wilhelm before them. These four—fortunately for us—failed in a true comprehension of sea power. In another war it might not be a Poland or a Belgium at which would-be conquerors would strike first, but the United States. Some future Hitler might not make the mistake of attacking the United States last, after this nation has been able to mobilize its irresistible resources of men and material.

If we remain strong, that attack will probably never be made. It follows automatically that a powerfully-armed, benevolent, peace-loving United States is the greatest possible deterrent to another world war.

Now, as far as we can foresee—and that is even stretching the imagination to include all the potentialities of the atomic age—our bulwark against attack is, again, sea power. Sea power which enables us to prevent physical invasion by an enemy army. Sea power which enables us, instead, to invade the enemy, to blacken his skies with aircraft. Sea power which insures us an uninterrupted supply of vital imports, while denying them to the enemy. Perhaps, I should say sea-air power, for the two have become one, completely interwoven, completely interdepend-

POWER



Official U. S. Navy photograph

'SEA POWER embraces more than all the ships of the fleet . . . Sea power includes everything which makes a nation powerful upon the sea . . . (its roots) grow deep and strong within the very soil of the homeland.'

ent. It is sea power that delivers the bombs and the gasoline to distant bomber bases. It was sea power, don't forget, that won the base and fueled the airplanes and transported the atom bomb that destroyed Hiroshima and Nagasaki. It is sea power that gives carrier-borne fighter planes a range of 15,000 miles with full fuel tanks and maximum ammunition. It is seaborne air power that enables ships to see 500 miles over the earth's curve. It was seaborne air power that hit the enemy at Coral Sea and Midway, before the ships could sight each other. Sea-air power, vigorous, maintained at peak efficiency, will do more than win another war for us. It may well prevent the next war.

Navy Facing Impotency

After every war the United States has thoughtfully and deliberately done what no enemy could do, and that is reduce its Navy almost to impotency. The signs are at hand that the nation is again contemplating such a wasteful course. At the present moment, less than five months after the defeat of Japan, your Navy has not the strength in ships and personnel to carry on a major military operation. This, as you know, is due to the rapid demobilization program. You all want your boys home as quickly as possible, I am wholly sympathetic with that natural desire, even if it is more emotional than practicable. To that end the Navy is using its carriers, cruisers and battleships as ocean passenger craft. The fact remains, however, that it leaves the Navy at this moment unfit to fight.

The saving grace is, there is nobody who threatens to fight us at the moment. It won't take long to restore the Fleet. I trust it will be so ordered by the Congress, according to the plan submitted by Secretary Forrestal.

Two decades ago Admiral William S. Sims wrote that:

"A Navy is essentially a national institution. Unfortunately a Navy is more of the nature of an insurance policy, the benefit of which is always in the uncertain future. It is difficult to appreciate its value in times of peace. Its major and ultimate mission is forced into the forefront of men's minds only when national interests are threatened or actually assailed."

The U. S. in a New Role

The war has again cleared the world's stage for a new act in the drama of civilization. During the preceding acts the United States has, for the most part, elected to assume the role of spectator. That is no longer possible. In the drama now beginning, that passive role is no longer possible. We as a nation are in the center of the stage. If we are to play the part in character, if we are to fulfill our destiny as the peace-preserving military power of first rank, we must have sea power of the first rank—sea-air power. It can not be improvised in a crisis. Whether we have it is as much your responsibility as anybody's—more your responsibility than most, because the people look to the newspaper first for information and guidance. From now on the United States must look beyond its boundaries. And what meets its view? Sea—sea and sky. May the traffic on the seas and in the air ever be peaceful, ever prosperous. But if it must be belligerent, let our view never be disturbed by enemy ships and enemy planes coming our way. Let us make certain that the warships and bombers are American—outward bound, in fighting trim.

That is what this war has taught us—again. The same basic lesson was demonstrated in every previous war. It may never be repeated for us. Whether we remember it this time is eminently up to you.



LEADERS who will guide postwar Navy, left to right (seated): Admiral DeWitt C. Ramsey, Fleet Admiral Chester W. Nimitz, SecNav James Forrestal, AstSecNavAir John L. Sullivan, Admiral C. P. Snyder; (standing): Rear Admiral Edmund W. Burroughs, Vice Admiral Forrest P. Sherman, Vice Admiral W. H. P. Blandy, Vice Admiral Louis E. Denfeld, Vice Admiral William S. Farber, Vice Admiral Richard L. Conolly, Vice Admiral Arthur W. Radford.

ORGANIZING FOR PEACE

Navy Plans to Utilize Fully Experience Gained in Combatant Operations of War

THE NAVY has drawn tentative plans for employment this year of the Atlantic and Pacific fleets, guided by a postwar policy which places particular emphasis on aviation, submarines, amphibious operations and research. At the same time, all types of naval weapons will continue to be developed, and tactics will enable their exploitation to the fullest.

The plans call for four tactical fleets—the Fifth and Seventh in the Pacific, and the Eighth and Tenth in the Atlantic and Caribbean. The Twelfth Fleet, embracing all U. S. Naval Forces in Europe, will include the ships required in European waters and in the Mediterranean.

The administrative fleets are the First (active, Pacific), Second (active, Atlantic), Third (reserve, Pacific), Fourth (reserve, Atlantic), Nineteenth (inactive, Pacific), and Sixteenth (inactive, Atlantic). The Fifth and Seventh Fleets will draw their components from the First Fleet, and the Eighth, Tenth and Twelfth from the Second Fleet. The Third and Fourth Fleets will handle training.

The plans call for 319 active ships, 73 in reserve, and 655 inactive—a grand total of 1,047 major combatant ships in the postwar fleet. By September, enlisted personnel of the regular Navy is expected to total 500,000. Last month, enlisted personnel of the permanent Navy had reached a total of approximately 375,000.

Plans for employment of the fleets provide for the essential support of

the foreign policy of the United States, support of the United States occupation forces in Europe and the Western Pacific, completion of the demobilization of the fleets and assistance in the demobilization of the Army, and the orderly training of the postwar naval forces.

Reflects Postwar Policy

The Navy's postwar policy is reflected in the selection of the deputies to Fleet Admiral Chester W. Nimitz, CNO. The Vice Chief of Naval Operations and the Deputies for Operations and for Air are all experienced airmen. Of the six other topside posts on Admiral Nimitz' "general staff," one is filled by the former Commander, Submarine Force, Pacific Fleet, two by officers with both submarine and surface fleet experience, one by a veteran commander of amphibious forces, one by an expert on special weapons who has also commanded major amphibious operations, and one by a specialist in maintenance and material.

Fleet commands also reflect this policy. CincPac and the commanders of the Fifth and Eighth Fleets are airmen, while an amphibious commander heads the Twelfth. CincLant's outstanding achievements in World War II were in the fields of anti-submarine warfare—in which aviation under his command played a major role—and in international diplomacy. The Seventh Fleet commander has had both submarine and surface duty, and the commander of

the Tenth Fleet has had his principal sea experience with surface units.

The new plans for employment of the fleets are expected to be in effect by midsummer. Following is a brief sketch of the plans, with biographical notes on the officers who will carry them out:

CincPac—Will maintain principal headquarters at Pearl Harbor. Admiral John H. Towers, USN, ordered in December 1945 to duty as CincPac and expected to take command about 1 February, learned to fly in 1911 from Glenn H. Curtiss, one of the first three naval officers assigned to aviation duty; Admiral Towers' name has been inseparably linked with the development of naval aviation ever since; organizer and commander of the NC seaplane division, one plane from which, the NC-4, completed the first transatlantic flight in 1919; skipper of the *Langley*, the Navy's first aircraft carrier; served in other important air command posts during peacetime; Chief of BuAer from 1939 until 1942, when he was made ComAirPac. Before being assigned to his present duty, he also was Deputy CincPac, and commander of the Second Carrier Task Force, Task Force 38, and the Fifth Fleet.

CincLant—Will maintain headquarters afloat, aboard USS *Pocono*, an amphibious force flagship (AGC). Admiral Jonas H. Ingram, USN, CincLant since 15 Nov 1944, was successively commander of two task forces and the Fourth Fleet and South Atlantic Forces of the Atlantic Fleet between July 1941 and January 1944.

Under his leadership, despite limited equipment, supplies and personnel, enemy thrusts against Allied commerce in the highly vulnerable South Atlantic were defeated.

Seventh Fleet— Will operate in the Western Pacific; will include heavy ships, specifically aircraft carriers. Commander, under CincPac, Admiral Charles M. Cooke, Jr., USN, former submarine commander, former skipper of USS *Pennsylvania*, former chief of staff, Cominch; former DCNO (Operations). As a naval strategist, Admiral Cooke provided counsel and advice at all the great meetings of the chiefs of government of the Allied powers at Casablanca, at the two meetings in Quebec, at Teheran, Cairo, Malta, Yalta, and Potsdam.

Fifth Fleet— Will operate in the Central and Eastern Pacific, based on home ports; will include heavy ships, specifically aircraft carriers. Commander, under CincPac, Vice Admiral Frederick C. Sherman, USN; submariner in World War I; has served continuously with naval aviation since 1936; skipper of the *Lexington* when she was so badly damaged in the Battle of the Coral Sea that she had to be sunk; commander of carrier forces from South Pacific to Tokyo, including group which wiped out 15,000 Japanese troops in convoy at Ormoc Bay, Leyte; commander of First Carrier Task Force, Pacific Fleet, prior to present assignment.

Eighth Fleet— Will normally operate in the North Atlantic and Caribbean, based on home ports; will

JOINT ARMY-NAVY ACTION MAPPED

WHETHER or not Congress decides to merge the Army and Navy, conferences already are under way between the two services on matters of common interest in which coordinated or unified action can be taken for increased efficiency.

A partial list of items of common interest to the Army and Navy, as provided in present plans, includes:

Communications, extension or amplification of ordnance procurement, development of new weapons, exchange of Army-Navy sea and air transport, single agency for the con-

trol of land transport, hospitals and hospital ships, medical personnel and supplies, joint intelligence, a joint agency for the coordination of research, extension of the functions of the Army-Navy Petroleum Board, extension of the cross-purchase of common supply, joint prison administration, joint ship's service stores and post exchanges, personnel pro-employment of officers, coordination curement, education, exchange and in the operation of ports of embarkation, a joint postal service, and joint training facilities and operations.

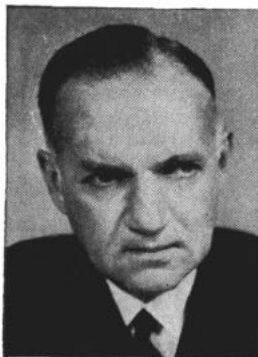
comprise a strong force of aircraft carriers and supporting ships. Commander, under CincLant, Admiral Marc A. Mitscher, USN, airman since 1915, pilot of the NC-4 on the first Navy transatlantic flight, skipper of the *Hornet* at time of Doolittle raid on Tokyo and during Battle of Midway; air commander, Noumea and Solomons; commander of a fast carrier task force, and later the famous "Task Force 58", which played a major part in winning the battle of the Philippine Sea; maintained sea and air control from the Marianas to Japan, inflicting great damage on the enemy; DCNO (Air) from 10 July 1945 until assumed present command.

Tenth Fleet— Will operate in the South Atlantic and Caribbean; will be composed of cruisers and destroyers

and such other ships as may be assigned. Commander, under CincLant, Vice Admiral Bernhard H. Bieri, USN, former skipper of USS *Chicago*; staff duties, CincLant and Cominch; DCNO (administration and service) from 10 Oct 1945 until assumes Tenth Fleet command 1 Mar 1946.

Twelfth Fleet—Includes U. S. Naval Forces Germany, Northwest Africa, and Azores. Commander, under CNO, Admiral Henry K. Hewitt, USN, former commander of Amphibious Force, Atlantic Fleet, and Eighth Fleet, which included all U. S. Naval forces in the Mediterranean; commanded U. S. Naval forces covering invasions of Casablanca, Sicily and Salerno, and all naval activities in connection with the invasion of southern France.

FLEET COMMANDERS IN POSTWAR NAVAL FORCES



CINCPAC: Towers



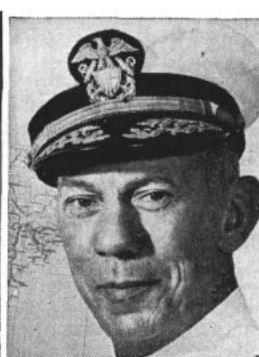
CINCLANT: Ingram



TWELFTH: Hewitt



THIRD: Kingman



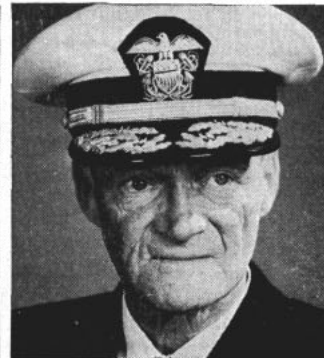
FOURTH: McMorris



SEVENTH: Cooke



FIFTH: F. C. Sherman

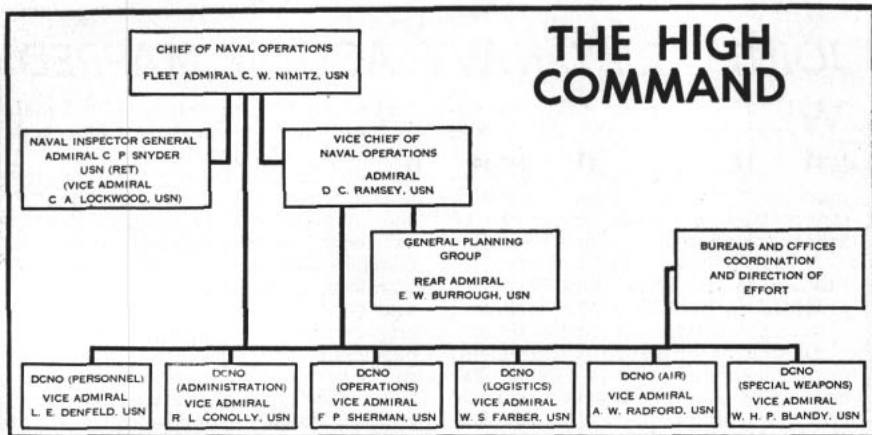


EIGHTH: Mitscher



TENTH: Bieri

THE HIGH COMMAND



Headquarters and composition of the Third and Fourth (reserve) fleets were to be determined later.

Vice Admiral Howard F. Kingman, USN, former commander of USS *Nevada*, BatDiv2, Panama Sea Frontier, Southeast Pacific, and BatDiv9, relieved Admiral William F. Halsey, Jr., USN (Ret), as Com3dFlt.

CNO Staff

Biographical highlights on members of Fleet Admiral Nimitz's CNO staff and brief summaries of their functions:

VCNO—Admiral DeWitt Clinton Ramsey, USN; has served with naval aviation since he was designated Naval Aviator No. 45 on 31 May 1917; head of the Plans Division and later Assistant Chief of BuAer during the critical planning months immediately before and after the Japanese attack on Pearl Harbor; commander of the *Saratoga* during initial air attacks supporting Guadalcanal and Tulagi invasions, and later of a carrier task force; Chief, BuAer, 6 Aug 1943 to 1 June 1945; chief of staff to Admiral Raymond A. Spruance, Com5thFlt; Deputy CincPac from November 1945 until assumed present post. *Duties*: To act as executive assistant to CNO, carry out his policies and coordinate the work of the DCNOs.

DCNO (Personnel)—Vice Admiral Louis E. Denfeld, USN; former commander of submarines and destroyer divisions; assistant to the Chief of the Bureau of Navigation and Assistant Chief of Naval Personnel between 2 Jan 1942 and March 1945; commander of BatDiv9 from March to September 1945 in support of Okinawa landings and in shore bombardments of Hokkaido and Honshu; Chief of BuPers and Chief of Naval Personnel for a four-year term beginning 15 Sept 1945. *Duties*: Supervision of demobilization and building up an efficient postwar Navy.

DCNO (Administration)—Vice Admiral Richard L. Conolly, USN; destroyer squadron commander early in World War II; Commander, Landing Craft and Bases, Northwest African Waters, during Sicilian and Italian invasions; commander of various amphibious units at Kwajalein, Roi,

Namur, Guam, Leyte and Lingayen Gulf; in command of landing occupation troops on Hokkaido; DCNO (Operations) in November and December 1945, then assigned duty as DCNO (Administration). *Duties*: Supervision of intelligence, communications, Pacific island governments, and missions to Latin-American nations.

DCNO (Operations)—Vice Admiral Forrest P. Sherman, USN; has served continuously with naval aviation since designation as a naval aviator in 1922; duty in War Plans Division, office of CNO, from February 1940 until February 1942; skipper of the *Wasp* and was wounded when she was sunk off the Solomons 15 Sept 1942; chief of staff and aide to ComAirPac, from October 1942 until November 1943; deputy chief of staff to CincPac from 10 Nov 1943 to 2 Sept 1945, representing Navy at initial conferences with the Japanese at Manila in Aug 1945, and was aboard USS *Missouri* when formal surrender was signed; ComCarDiv1, October to December 1945, before assuming present post. *Duties*: Supervision of the distribution and employment of the fleets and operating forces; supervision of sections on planning, combat intelligence, fleet operations, combat readiness, and politico-military affairs.

DCNO (Logistics)—Vice Admiral William S. Farber, USN; gunnery officer in World War I, skipper of USS *Reuben James* during the Second Nicaraguan Campaign, commanding officer of USS *Louisville*, commander of DesRon41, head of Fleet Maintenance Division in CNO, Assistant CNO for maintenance, Assistant CNO for material and Sub-Chief of Naval Operations until reorganization of Navy, 29 Sept 1945, changed his title to DCNO (Logistics). *Duties*: Major items at present are return of service personnel to the United States, laying up of ships surplus to the needs of the postwar Navy, and disposal of surplus property. Normal duties are to determine and meet the operating needs of the fleet.

DCNO (Air)—Vice Admiral Arthur W. Radford, USN; has served continuously with naval aviation since designation as Naval Aviator No. 2896 in 1920; director of aviation training, BuAer, from December 1941 to April

1943; ComCarDivs2,11, and 6, and a carrier CTG; organized and trained first carrier-borne night fighter teams at sea; chief of staff and aide to ComAirPac; ComFairSeattle; ordered to present post in December 1945. *Duties*: Supervise aviation training and building programs; advise CNO on all air matters.

DCNO (Special Weapons)—Vice Admiral William H. P. Blandy, USN; served with naval landing force at Vera Cruz in 1914, and was connected with gun design, manufacture, operations and fire control, ashore and afloat, through all the peacetime years; named coordinator of all anti-aircraft defense phases of naval ordnance in 1940; Chief, BuOrd, February 1941 to December 1943; Commander, Group 1, Amphibious Force, Pacific Fleet, from February 1944 to summer of 1945, in invasions of Peleliu, Angaur and Ulithi, and pre-invasion assaults on Iwo Jima, Okinawa Gunto, Nansei Shoto, including capture of Japanese islands of Kerama Retto; ComCruPac and ComDesPac, from July 1945 until returned to Washington for present duty in November 1945. *Duties*: To coordinate within the Navy Department all matters relating to research, development and testing in atomic energy, guided missiles and all new and related devices, and to represent the Navy in such matters in coordination with the Army and other organizations.

Naval Inspector General—Vice Admiral Charles A. Lockwood, USN; a submariner since 1914; chief of staff and aide to Commander, Submarine Force, U. S. Fleet, 1939-41; ComSubSoWesPac, May 1942 to 5 Oct 1943, when he was designated ComSubPac; aboard USS *Missouri* when Japanese signed formal surrender; detached from sea duty for present assignment 17 Dec 1945. *Duties*: To carry out such inspections, investigations and inquiries as may be directed by the CNO, covering anything pertaining to the efficiency of the Navy, ashore and afloat.

General Planning Group (attached to the office of VCNO)—Rear Admiral Edmund W. Burrough, USN; former submarine commander, and gunnery officer, navigator, and exec aboard battleships; engineer officer on staff of Cincus; duty in War Plans Division, CNO, February 1940 to April 1942; commander of USS *Cleveland* with action at landings in French Morocco and in the Solomons, 15 June 1942 to 19 June 1943; staff duties, Washington, including direction of Postwar Planning Division, CNO, Assistant CNO (Logistics-Plans), and director of the Joint War Plans Committee, participating in conferences of the United Nations military staffs at Cairo, Quebec, Yalta and Potsdam. *Duties*: To act, primarily, as a coordinating and expediting agency, in close contact with planning officers of all DCNOs and of other offices and bureaus of the Navy Department and Marine Corps.



Official U. S. Navy photograph

COMBAT-EXPERIENCED pilots such as these patrol plane veterans will maintain their flying skill in the Reserves.

POSTWAR AIR RESERVE

New Program Provides Trained Standby Air Force Ready to Back Up Regulars Should War Threaten

THE NAVY does not want to let its hot pilots cool off. For this reason, a two-phase program is under way:

- Between now and 1 July, reserve aviators on inactive duty may report to the Naval Air Reserve stations nearest their homes (see accompanying map) to fly at least two hours pilot time a month.

- Plans have been completed for a Naval Air Reserve program to get under way in the new fiscal year beginning 1 July. It will provide 100 hours flying time annually for pilots in the Ready Reserve and 50 hours a year for Standby Reserve aviators.

The interim and long-range programs will help keep the naval air arm prepared for any national emergency. They will enable pilots who have returned to civilian life to fly the aircraft currently in use in the fleet—at Navy pay, in the case of Ready Reserve personnel—instead of flying at their own expense in one-lungers when the old urge “to aviate” may strike them.

Flying days also will continue for aircrewmembers, and ground personnel will

be able to keep abreast of the latest developments in postwar naval aviation.

The Ready Reserve will provide 6,100 Navy and Marine aviators, 2,800 ground officers and 18,800 enlisted Navy and Marine personnel to complement ships now being laid up, or to

supplement squadrons for the active and reserve fleets. Reserve Marine squadrons will be organized separately in order to complement carriers assigned to the Marines and to train for operation with the Fleet Marine Force.

The Ready Reserve will be organized into groups, squadrons and units, and maintained on a 30-day fleet readiness basis. Young pilots with the most recent fleet experience will particularly be encouraged to participate in the program.

The Standby Reserve will provide personnel for training, technical, and administrative billets. It will be a semitrained reserve constituting a sound potential to naval combat strength.

The latest types of naval planes, including fighters, bombers, patrol planes, trainers and utility planes will be used (see accompanying list of aircraft types). Modern training aids, equipment, and devices have been reserved from wartime materiel with the aid of the Office of Special Devices, and are being assigned to the various NAR stations. These include Link trainers, radar equipment, na-

RESERVE CV GROUP

Air Reserve groups, squadrons and units will be patterned after those of the regular Navy's postwar organization. A typical CV group will include:

- Fighter, bomber and torpedo bomber squadrons.

- Approximately 125 officers, including aviators and non-flying personnel.

- Approximately 65 enlisted billets in aviation ratings.

The CO of such a group will be a commander, and lieutenant commanders will be squadron leaders. CVE and CVL groups will be somewhat smaller organizations.

AIR RESERVE WILL REQUIRE MANY TYPES OF SKILL

Here's the word on what to do if the Air Reserve program interests you:

● **If you are a Navy or Marine pilot on inactive duty:** Consult the CO of the nearest Naval Air Reserve station (see map) to fly at least two hours a month (possibly more after February) under interim program ending 1 July; keep in touch with station for information on start of long-range program in latter half of this year, providing 100 hours flying time annually, including two weeks cruise aboard a CV, for Ready Reserve; up to 50 hours flying a year for Standby Reserve.

● **If you are a nonflying Navy or Marine air officer:** Keep in touch with the nearest Air Reserve station for information on the start of the Air Reserve program after 1 July. You

can attend 48 drills a year and participate in the summer cruise as a member of the Ready Reserve, or attend such drills as you can as a member of the Standby Reserve.

● **If you are an enlisted Marine or Navy man who has been on aviation duty:** Sign up for Navy V-6 or USMCR to retain reserve status upon return to civilian life, keep in touch with nearest air station for information on the start of the Air Reserve program after 1 July. You will have an opportunity in the Ready Reserve for further instruction in your specialty at 48 drill periods a year, and to take summer cruises. You will keep your rate and stay eligible for advancement and longevity. In the Standby Reserve, you will not be required to attend any drill periods, but will be encouraged to attend as many as possible.

● **If you wish to return to active duty:** There may be as many as 990 officer billets open for aviators and ground officers who wish to return to active duty to assist in operating the stations and facilities assigned to Air Reserve training. Up to 9,800 station complement billets will be open for enlisted personnel who have been on aviation duty. Consult the CO of the nearest Air Reserve station.

● **If you are a civilian:** Consult nearest Navy or Marine recruiting office or Office of Officer Procurement for information on opportunities in the Air Reserve program beginning after 1 July.

All personnel whose homes are too distant from an NAR station for convenient travel to such a station may obtain information by writing to the Chief of Naval Air Reserve Training, NAS Glenview, Ill.

vigational gear, and training aids related to other instruments developed in wartime.

All Ready Reservists will have an opportunity for two weeks training duty at sea each year. These cruises will take place during the summer vacation period. Four CVs will be used for this training. Some Standby Reservists will also be eligible for the summer cruises, if they attend enough drill periods during the other months of the year.

The Ready Reserve will be expected to maintain fleet proficiency in gunnery, bombing, combat and formation tactics, instrument flying and navigation, including use of radar, carrier landings, communications and night operations. This training will be accomplished by syllabus flying; additional flying will be encouraged where possible.

To receive this training, pilots will

fly approximately eight hours a month during four drill periods, in addition to the training received during the summer cruise. Nonflying officers and enlisted personnel will attend 48 drill periods a year.

All personnel in the Ready Reserve will receive pay for attending the required drill periods and for the two-weeks summer training duty. Pay for attendance at a drill period amounts to one-thirtieth of monthly base pay. Flight pay will be granted pilots and aircrewmembers.

Personnel of the Standby Reserve, however, will not be paid, except for those who qualify for the summer cruise, who will be paid during that two-week period. Pay will not be granted pilots taking advantage of the opportunity to fly prior to inauguration of the Air Reserve program in July. Although two hours a month of flying have been authorized for pil-

ots on inactive duty under the interim program for January and February, this may be increased in March, April, May and June.

The interim program—that of making flying available between now and the end of the current fiscal year 30 June—has been approved by Congress, which authorized an expenditure during the remainder of the fiscal year to cover the cost of this comparatively limited amount of refresher training.

The long-range program, on the other hand, must be delayed until the start of the new fiscal year 1 July, at which time Congress will have had opportunity to act upon appropriations covering the pay of the Ready Reserve and the cost of gasoline, oil and maintenance for syllabus flying as contemplated for the Ready and Standby Reserves.

Thus far, 15 air stations have been

RESERVE PLAN INCLUDES MANY NONPILOT BILLETS



Pilots will not be the only personnel offered an opportunity for refresher training and experience under the Air Reserve program. In addition, there will be openings for:

● Ground officers for personnel, communications, electronics, supply, medical, ordnance, and ACI duty.

● Enlisted aircrewmembers.

● Aviation ratings including machinist's mates, electrician's mates, radio technicians (electronic technician's mates), ordnance men, parachute riggers, photographer's mates, radiomen, yeomen, and pharmacist's mates.

Official U. S. Navy photograph

THERE'S A PLACE in the Air Reserve for skilled enlisted men such as this veteran aerial gunner (left).

assigned entirely to the Chief of Naval Air Reserve Training for carrying out the program. They are NAS New Orleans, La.; NAS St. Louis, Mo.; NAS Minneapolis, Minn.; NAS Squantum, Mass.; NAS New York, N. Y.; NAS Willow Grove, Pa.; NAS Atlanta, Ga.; NAS Memphis, Tenn.; NAS Dallas, Tex.; NAS Livermore, Calif.; NAAS Los Alamitos, Calif.; NAS Grosse Ile, Mich.; NAS Olathe, Kans.; NAS Glenview, Ill., and NAF Columbus, Ohio.

In addition, seven stations, assigned missions for the regular Navy, will offer air reserve training. They are at Anacostia, D. C.; Norfolk, Jacksonville, Miami, Seattle, San Diego, and Hutchinson.

While use of these stations was authorized as of 1 January, the urgency of other missions to which some of these stations have been assigned may delay the start of the interim program in some cases.

Most of the officers and enlisted men on duty at these 22 stations will be reserve personnel. Some 990 officers, 9,800 enlisted men and 1,180 civil service personnel will be needed to complement these stations.

Either the CO or the exec of each of these stations will be a reservist. The Chief of Naval Air Reserve Training (CNAResTra) will be a regular Navy officer. His chief of staff will be a reservist.

At the same time, all the new techniques, equipment and methods developed by the regular Navy will be passed on to the reserve immediately. CNAResTra is one of the four functional commands under CNATra, and will be assisted in inactive reserve ground officer and enlisted personnel training by CNATechTra. For operational purposes, the COs of air stations will be responsible for training.

The Standby Reserve, to be organized into units for instruction, will consist of officers and enlisted personnel who cannot attend the drills or otherwise qualify for the training to be given the Ready Reserve. Presum-



AIR STATIONS shown on map will be centers for Air Reserve training.

ably, such personnel will be in the older age brackets and include those whose civilian pursuits would prevent their participation in the more intensive program. However, they will be encouraged to attend such drills as they can on a voluntary basis.

Because the objective of the Ready Reserve is to maintain personnel in a highly trained status to permit rapid activation of combat vessels, the pilot training program must concentrate on young aviators with a greater expectancy or potential for combat service. Some more experienced aviators will be needed as air group and squadron commanders, but the younger men will comprise the greater part.

Nonflying billets will be filled by specialists in their particular fields. The enlisted complement of Ready Reserve squadrons will at first also come from war veterans.

However, applications for the Naval Aviation Reserve may be made by any civilian through the nearest Navy recruiting office once the program is under way, and aviator recruits for the Ready Reserve are expected to flow annually from the aviation cadet program upon completion of their service in the fleet.

The Air Reserve Section of Aviation Plans in DCNO (Air) estimates that enough aviator recruits will be provided by young reservists reverting to inactive duty after fleet service to limit to not more than four years the period of refresher training in the Ready Reserve which any given pilot will receive. Officers and men who do not continue in the Ready Reserve will automatically become a part of the Standby Reserve and will be encouraged to continue their affiliations.

LATEST PLANES TO BE USED IN REFRESHER FLYING

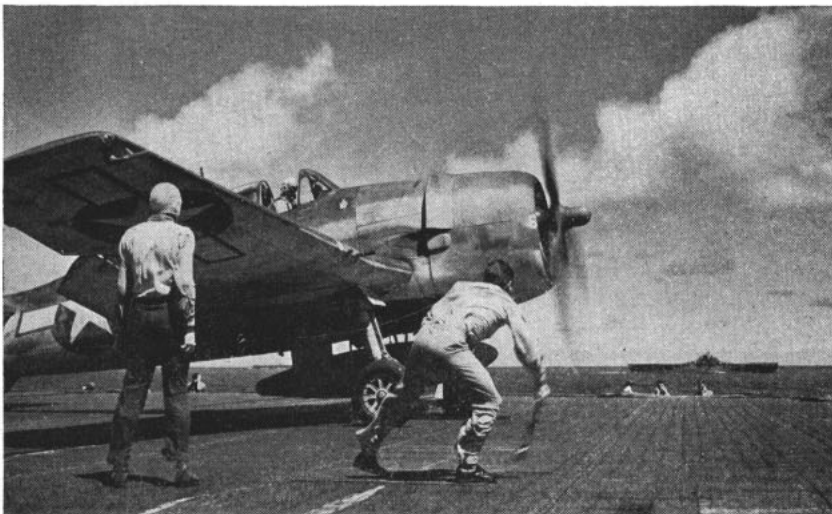
Late model Navy planes will be used in the Air Reserve program's flight refresher training and syllabus flying. Models now scheduled to be used are:

F6F-5, F4U-1D, TBM-3E, SB2C, SBW-4E, SC, PB4Y-2, PV-2, PBM-5, PBV-5A, PBV-6A, SNB, JRB, SNJ, J2F-6.

In addition, all new models which come into general use in the regular Navy will be made available to the reserve, assuring that pilots and crews of the Ready Reserve will be kept abreast of all the latest developments in naval aviation.

Official U. S. Navy photograph

RESERVES will use late model combat planes like this Hellcat (right) heading towards carrier take-off.



STRONG & SILENT

Submarines Credited With Two-thirds of Jap Shipping Losses and Third of Naval Losses

*Make ready all tubes!
Up periscope!
Stand by forward!
Fire one . . .*

"THE SILENT Service," shrouded in secrecy until Japan's capitulation, is quiet no longer. Stories of U. S. submarine attacks are finally being told, and few in naval history surpass them in action, daring, suspense or success. Fleet Admiral Ernest J. King points specifically to the submarine record in his "Final Official Report of the U. S. Navy at War."

"Our submarines are credited with almost two-thirds of the total tonnage of Japanese merchant marine losses, or a greater part than all other forces, surface and air, Army and Navy combined. Of the total Jap naval vessels sunk, our submarines are credited with almost one-third."

Latest records tabulated by the Office of Naval Intelligence show that submarines with lethal aggressiveness sank 91 combatant units of the Japanese fleet and destroyed about 5,000,000 tons of enemy shipping. This figure is based on ships of 1,000 tons and

larger and does not include the many smaller craft sunk.

But, coupled with these amazing offensive records, annals of the war show many other accomplishments of the versatile submarine force:

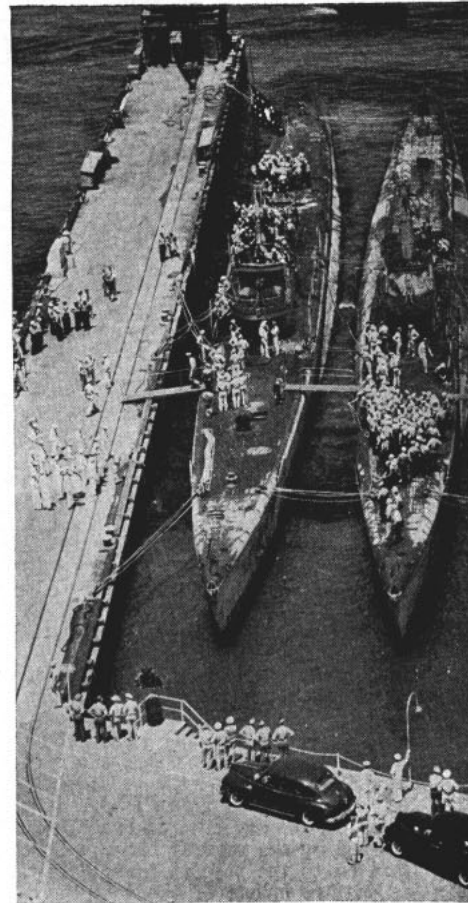
- Submarines scouted enemy-held islands of the Pacific and Japanese home waters, sometimes putting landing parties ashore to obtain pre-invasion information for Allied forces. Airmen and assault forces were briefed on beachhead data using periscope pictures and information gathered by observation submarines.

- They supported guerrillas and Allied fighters who remained in the Philippines after Corregidor by landing supplies, equipment, and reinforcements up to the time the Islands were reoccupied.

- They aided in the evacuation of Corregidor and in many instances picked up personnel stranded in encircled outposts.

- They rescued 504 U. S. and Allied fliers who had been shot down or forced into the water.

- They aided our Pacific anti-submarine war by tracking down Jap-



WAR PATROLS over, submarines return



FLAGS FLYING, *Tinosa* is back at Pearl after weeks of prowling in Inland Sea of Japan where she and eight other U. S. submarines sank 46 enemy vessels.

anese subs in their home waters. The USS *Batfish* sank three enemy submarines in two days.

- They fought a long and harassing action delaying the Jap timetable at the outbreak of the war. Forces at that time consisted of a few fleet type submarines supplemented by the outdated S-boats. Fleet Admiral King said, "During the early part of 1942 while our surface forces were still weakened by the Japanese initial attack of 7 Dec 1941, submarines were virtually the only United States naval forces that could be risked in offensive operations."

Our submarine losses during the war from all causes number 52, but the Germans lost 782 and the Japanese 125. At the conclusion we had 235 boats in commission, more than twice the number in service at the outbreak of hostilities.

Pick of the Navy

Crews for these newly commissioned submarines had to be formed about the small nucleus of experienced submariners. The great submarine base at New London, Conn., trained more than 2,000 officers and 22,000 enlisted men—among the mental and physical pick of the Navy—to fill the many new billets. All candidates volunteer for submarine duty, and from these volunteers the best are graduated into the submarine force. Submariners make up less than 1 per cent of total naval personnel. Although duty

ALL HANDS



Official U. S. Navy photographs

to give their crews well-deserved rest.

aboard is not easy, it is filled with excitement and interest, and few desire transfer after winning their dolphins.

Colorful ceremonies and informal life aboard mark the men of the submarines.

A broom lashed to the mast of a boat returning from combat signifies all ships met were neatly taken care of. And a man pitched over the side is proof of either qualification in submarines or advancement in rank or rate.

No formality is shown in the clothing worn on war patrol. Submariners have lucky shirts or lucky caps. Taken out of hiding the minute an attack is rumored, eyeshades, baseball caps, civilian felts and cloth caps, white sailor hats and varied versions of stocking caps, appear.

Collections of phonograph records, 16-mm. movies, the GI radio, and the inevitable pack of cards add to the crew's diversion aboard ship.

Each submarine has its own "boasting bunting." Usually designed by some well-known artist or cartoonist, the emblem is a fighting caricature of the ship. Returning to port after a successful patrol, the bunting is often surrounded by smaller symbols representing enemy units sunk.

Submariners are particular about their food. Next to torpedoes the most important cargo is carried in the refrigerators, cold boxes, and dry store rooms. Meals are liberal and subma-

riners don't draw the line at three a day, for the icebox is never locked.

Tales of daring on war patrols and the courage displayed by the submarine crews are legion. Many books have been written of the exploits of individual ships and material for many more is found in the patrol reports of our fighting submarines.

The USS *Barb*, whose commanding officer, Comdr. Eugene Fluckey, won the Medal of Honor in recognition of his great leadership, added to its accomplishments the sinking of a freight train. The *Barb* sent a landing party ashore on one of the northernmost Japanese islands. Under the direction of Lt. William M. Walker they rowed to the beach at night in one of the ship's rubber boats. After many anxious moments, a demolition charge was fastened on a railroad bridge and the explosion shortly thereafter blew up the bridge and a train passing over it. The party returned to the *Barb* without being apprehended.

The USS *Harder*, commanded by Comdr. Samuel D. Dealey, was lost on patrol in the Philippine area, but not until her patrols had accounted for many thousands of tons in enemy shipping. And the *Harder* didn't always run from the escorts. Her record shows several victories over the submariners' arch-enemy, Jap destroyers. Comdr. Dealey received the Medal of Honor posthumously.

Boldly penetrating the screen of a heavily guarded convoy, the USS *Parche* packed as much thrilling ac-

tion into one 46-minute night torpedo surface action as most ships do in their lifetime. Text of the citation accompanying Comdr. Lawson R. Ramage's Medal of Honor vividly recounts the attack.

"Comdr. Ramage launched a perilous surface attack by delivering a crippling stern shot into a freighter and quickly following up with a series of bow and stern torpedoes to sink the leading tanker and damage the second one. Exposed by the light of the bursting flares and bravely defiant of terrific shellfire passing close overhead, he struck again, sinking a transport by two forward reloads. In the mounting fury of fire from the damaged and sinking tanker, he calmly ordered his men below, remaining on the bridge to fight it out with an enemy now disorganized and confused.

"Swift to act as a fast transport closed in to ram, Comdr. Ramage daringly swung the stern of the speeding submarine as she crossed the bow of the onrushing ship, clearing by less than 50 feet, but placing his submarine in the deadly crossfire from escorts on all sides and with the transport dead ahead. Undaunted, he sent three smashing down-the-throat bow shots to stop the target, then scored a killing hit as a climax to 46 minutes of violent action with the submarine and her valiant fighting company retiring victorious and unscathed."

More submarines were awarded Presidential Unit Citations than any other type of ship and the underseas



DEADLY 'TIN FISH' were supplied to submarines by tenders in forward areas. Submarines are given large share of credit in wiping out Jap maritime force.



SEA RESCUE of airmen was one of the submarines' big jobs. Here a PBY crewman is being pulled to safety aboard a submarine off coast of Japan.

craft won one-fourth of the PUC's awarded in the Navy. Twenty-nine received the honor and 25 were awarded Navy Unit Commendations.

They Earned Glory

The honor roll of submarines follows:

Presidential Unit Citations — *Archerfish, Barb, Bowfin, Cavalla, Flasher, Greenling, Guardfish (2), Gudgeon, Haddock, Harder, Jack, Nautilus, Parche, Pintado, Queenfish, Rasher, Redfish, Sailfish, Salmon, Sandlance, Seahorse, Sealion, Silversides, Spadefish, Tang, Tirante, Tinoso, Trigger, Trout, Wahoo.*

Navy Unit Commendations—*Albacore, Bergall, Bonefish, Crevalle, Dace, Darter, Grayback, Growler, Guitarro, Gurnard, Haddo, Halibut, Hammerhead, Hawkbill, Lapon, Permit, Picuda, Plunger, Puffer, Raton, Ray, Seawolf, Swordfish, Tautog, Thresher.*

No submarine summary could be complete without a review of the heroic action of Comdr. Howard Gilmore who lost his life, but saved his ship, the *USS Growler*, by ordering her down after he had been wounded in battle. Now epic is his, "Take her down!" For his gallantry Comdr. Gilmore was presented the Medal of Honor posthumously.

On 14 Apr 1945 the *USS Tirante* moved in to sink a large Jap ammunition ship and two other vessels anchored in the heavily guarded harbor of Quelpart Island. For this action

Comdr. George L. Street III was decorated with the Medal of Honor.

The *USS Sailfish*, formerly the ill-fated *Squalus*, in "one of the outstanding patrols of the war," sank a 22,500-ton carrier in a 10-hour action which began with a night radar attack in heavy seas. Later on in the same patrol, the *Sailfish* sank two freighters and damaged another.

United States submarines *Dace* and *Darter* tackled an entire Japanese task force single-handed the night of 23 Oct 1944 during the Battle for Leyte Gulf. Spotting the group of 31 ships heading in, the submarines used a flanking maneuver and slipped in from either side, letting the smaller escorts go through. *Darter* fired first and sank a heavy cruiser and stopped another. *Dace* scored on the cruiser *Maya*, believed to have had the task force commander aboard. *Darter* closed in on the cripple to administer the coup-de-grace, but ran aground, and had to be destroyed after her crew was safely aboard the *Dace*.

USS Sealion sank the battleship accredited to the submarine force. Just after midnight of 21 Nov 1944, the veteran raider picked up the enemy formation in the East China Sea, 40 miles north of Formosa. "It was a submariner's dream," said the skipper, Comdr. Eli T. Reich.

Operating on the surface, the *Sealion* was well within range of the heavy guns of the two battleships, two heavy cruisers and three destroyers that were in the van of the enemy

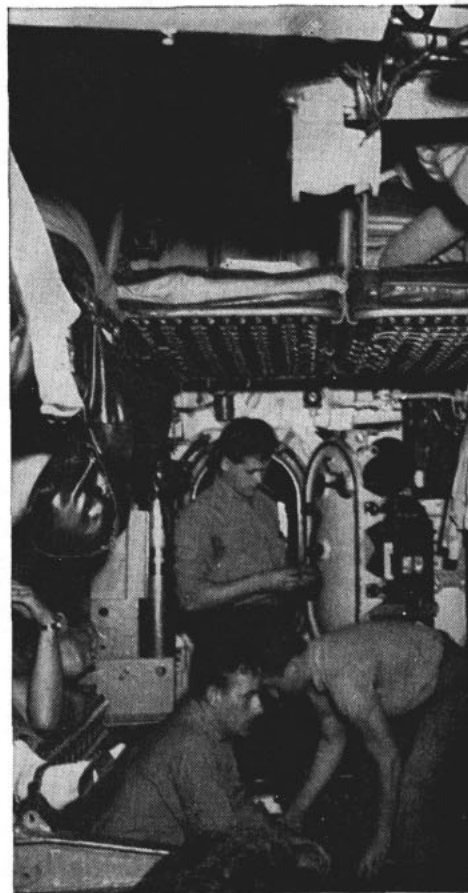
line. Maneuvering into position, the submarine fired all the tubes she could bring to bear. The crew saw, heard and felt three hits on the first battleship and one on a second. The *Sealion* withdrew to reload and avoid enemy counterattack. Returning to the scene, the skipper saw the 30,000-ton *Kongo* dead in the water. *Sealion* closed again, but before she could fire, the men felt a terrific explosion dead ahead. Sixty seconds later Comdr. Reich recorded: "Battleship sunk—sun set! Again total darkness."

Old Lady's Triumphs

The grand old lady of the submarine service, *USS Nautilus*, was successful on all of her 14 patrol runs. Despite her age—she was 15 at the end of the war—and size—371 feet—the *Nautilus* attacked and sank many thousands of tons of enemy shipping and also performed dangerous special missions. With the *Narwhal*, a ship of the same size, she acted as all-around scout in Jap-occupied territories.

Narwhal's activities included the rescue of a large number of Americans who had escaped from Japanese soldiers. The group included men, women and children.

A report of her activities said, "The ladies posed somewhat of a problem. Submariners are accustomed to cramped quarters, but it was too much for the skipper when he was slapped in the face by some damp 'dainties' hanging from a makeshift clothesline."



EVERY INCH counts aboard submarines

ALL HANDS

The USS *Guitarro*, after being commissioned at Manitowoc, Wis., sailed down the Mississippi, through the Canal, and out into Pacific action where she sank 15 ships in her first 10 months of operation.

Battle Surface!

The war of the submarine rising quickly from the sea to give gun battle to smaller enemy ships was largely responsible for the destruction of the Japanese picket boats. Submarine armament was continually strengthened to give the boats more power for the battle surface engagements.

When carrier strikes penetrated far into the enemy empire, a new job for the submarine was born. The "Submarine Lifeguard League" was founded to operate near aircraft targets and pick up downed airmen. The "League" successfully picked up 504 U. S. and Allied fliers from enemy waters and beaches in some of the most daring and dangerous operations of the war.

Just before the Japanese surrender when submarine targets were growing increasingly scarce, many of the Navy's operational subs were engaged in some phase of rescue duties on the bomber paths to the Jap homeland and empire areas. Frequently under fire, and in hazardous waters, the submarines performing "lifeguard" duties became an integral part of virtually every major air strike.

USS *Skate* was the first submarine to be specifically assigned to rescue aviators shot down during an opera-



ENOUGH FOOD for weeks is needed when a submarine puts out on patrol. Men tote cartons aboard at advanced base. Service is famed for good food.



Official U. S. Navy photographs

in effort to provide comfort for men.

tion. She operated with a task force during a strike against Wake Island in October 1943, and picked up six fliers on that first lifeguard patrol.

Cooperation of submarines with Army and Navy search aircraft was instrumental in the rescue of many B-29 airmen downed after raiding the islands of Japan. Pilots had great confidence in submarine rescue activities, and the "Lifeguard League" added to the morale of all fighting airmen.

Probably the most brilliantly executed mass rescue was effected by the USS *Tang* in April 1944 while participating in the attack on the powerful Japanese stronghold in the Caroline Islands. In two days the *Tang* picked up 22 Navy fliers; one of the rescues was made while the sub's gunners were neutralizing a shore gun on a nearby reef.

Overdue and presumed lost.

Seldom do men come back after that announcement has been made. But with the fall of Japan, personnel from six lost submarines were freed from prison camps. Men rescued were from the *Perch*, *Grenadier*, *S-44*, *Sculpin*, *Tullibee*, and the *Tang*.

And only ruggedness of submarine and crew brought the *Halibut* back after her last patrol.

Striking an enemy convoy protected by air and surface escort, the *Halibut* scored a torpedo hit and dived to prepare for the expected depth charging. And it came. Escorts scored early bulls-eyes, and charges exploded in

quick succession just ahead and above the *Halibut's* bow, nearly tearing it off. All hell broke. The explosion forced the submarine down an extra 125 feet; hydraulic power was impaired; the forward battery was damaged; bulkheads buckled; air bottles ruptured; periscopes were damaged; and much of the other gear was shaken into uselessness. The life of the submarine hung by a thread. Only adroit maneuvering took her out of the battle area and only fast work by the crew put her in shape to surface. But when they did come to the top four hours later, the ship made full power.

BAGGED 276 VESSELS

Aggressively attacking units of the Japanese Imperial Navy, our submariners accounted for 91 heavy ships and 189 minor combatant vessels during the course of the war in the Pacific. The bag included:

- 1 Battleship
- 4 Carriers
- 4 Escort Carriers
- 3 Heavy Cruisers
- 9 Light Cruisers
- 43 Destroyers
- 23 Submarines
- 189 Minor Combatant Vessels
- 276 Grand Total

JOB OUTLOOK FOR VETS

Public, Private Agencies Geared to Aid Returning Servicemen in Getting Work

A STEADY helping hand is being extended to the American veteran as he returns from the wars and prepares to step back into a civilian job. Organizations and agencies, both public and private, are working hard and long in an effort to channel the service man into a job he can do, a job in which he can make the greatest contribution to his own welfare and to that of the nation.

The U. S. Employment Service, Veterans' Administration, state departments of public welfare, the Civil Service Commission, veterans' groups, chambers of commerce, Selective Service, the Red Cross, the YMCA, and private industry are only a few of the agencies bending their backs to this great task.

As these organizations drill away at their work, what do they find to tell the veteran about jobs? Here are a few facts:

- While the return to civilian life of literally millions of service men has tended to "loosen" the labor market, there still are many employment fields and geographical areas in which the veteran can find a job.

- The Federal Government, with preferential treatment being accorded ex-service men, offers good prospects for jobs.

- County, city and state governments also are a good field.

- Construction also should be a fertile field for some years to come.

- Prospects for employment are good in the trucking industry.

- The chemical industry is growing. Demands for paint and cosmetics, important items in this field, are stacking up every day.

- Job openings are on the upswing in such fields as restaurants, department and variety stores, grocery stores, mail order houses.

- The "service industries" are wide open. People yearn for the return of the pants presser, the cleaning and dyeing man, the radio repair man, somebody to wash the car.

- Opportunities for individual enterprise are good. The service man might consider opening a filling station, a beauty parlor, a watch repair shop, a tourist camp.

- Job prospects in the automotive industry should be good for an indefinite period.

- Some geographical areas offer more opportunities than others. USES finds, for example, that jobs are still plentiful in Washington, D. C., and Peoria, Ill. The labor supply and demand, however, are more balanced in Winston-Salem, N. C., Austin, Tex., and Milwaukee, Wis. (These individual situations change rapidly. A balanced market this month may have a surplus

of workers next month. Check with the local USES office before you act.)

The service man who expects to be discharged this month or next month or the month after should consider several factors and take certain definite steps.

Foremost in importance is to prepare yourself before you get out. Analyze your own qualifications, decide what you want to do and what you are able to do. See your educational services officer and your civil readjustment information officer. Write to the USES or the Veterans' Administration or your home town community job committee, if there is one. Find out about housing and what the job prospects are in the area in which you wish to work and in the employment field you have chosen. Write the Bureau of Labor Statistics in Washington 25, D. C., for information on the cost of living and prices in specific labor markets, wage rates by occupations in these areas, and to the USES for employment trends in industries.

See that you are aware of your rights to your old job, if you intend to

return to it, and your rights to veterans' readjustment allowance in the event you don't find a job immediately. Remember that to get your former job back you must have been honorably separated from the service, you must apply for the job within 90 days after your discharge, you must be qualified to step back into the job, the position must have been "other than temporary." This guarantee is being applied by the Civil Service Commission to Federal jobs in the executive branch of the Government; a similar course is generally followed by state and local governments. On the other side, remember that the employer's situation must be such that he can reasonably take you back.

As for "readjustment allowances"—what you get from the Government if you don't find a job—it is reported that many veterans consider the payment of such benefits a gratuity to which they are entitled regardless of whether they work or don't work, or whether they seek a job, rather than being merely a protection during a period of enforced unemployment. Also, do not confuse readjustment benefits with unemployment compensation. The latter is handled on a state, not a federal, basis, and payments and



Official U. S. Navy photograph

ADVICE is something a veteran can get plenty of. But the advice he can get from representatives of USES and other agencies may well pay off in a job.

qualifications vary with states. Unemployment compensation will not be treated here, but the veteran should acquaint himself with the law covering such benefits in his state.

Under the GI Bill, the veteran is entitled to eight weeks' allowance for each of the first three months of active service after 16 Sept 1940, and four weeks' allowance for each subsequent month or major fraction of a month. No payment will be made for more than 52 weeks. A benefit of \$20 is paid for a week of total unemployment. However, if a veteran is partially employed, the amount of wages for the week in excess of \$3 will be deducted from the allowance. For example, if he earns \$18 a week, \$15 will be deducted from the \$20 allowance, and he will be entitled to \$5.

If a veteran is self-employed, he must have been fully engaged in the carrying on of his business during all of the previous calendar month to the exclusion of any employment for wages and have net earnings from his business of less than \$100 for the month for which he claims a readjustment allowance. If these earnings are less than \$100, he will be entitled to the difference between his net earnings and \$100. Also, he will be charged with five weeks of his readjustment allowance for each such payment.

The above conditions assume that (with the exception of the self-employed man) the veteran is totally or partially unemployed and earning less than \$23 per week, that he is registered for work with a public employment office, and that he is able to work and available for suitable work.

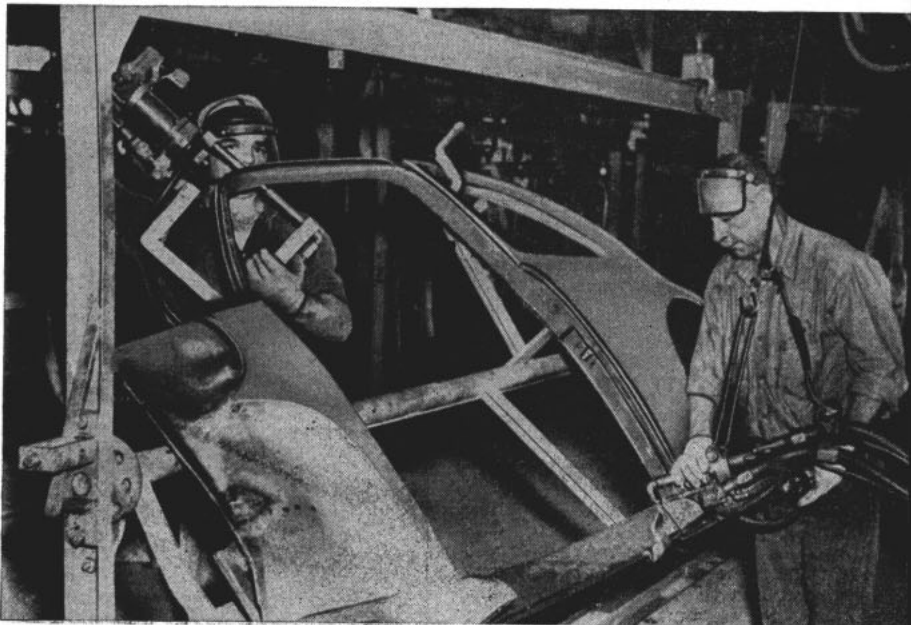
A veteran applying for readjustment allowance must present his discharge papers or other adequate evidence of service and discharge. An officer must present his discharge or the separation letter form ordering him to inactive or retired status.

When considering the over-all employment situation, the veteran should be aware that jobs are not as plentiful as they were two or three years ago, but that industrial reconversion may act to correct this. At present, however, it appears that some unemployment is inevitable. Estimates put present unemployment at about 2,500,000 and how long it will take to create the number of jobs needed is anybody's guess. It is quite possible that the serviceman who gets out a year from now is going to find the job market easier to crack than those being released now.

The USES reports that there is a general relaxing of the demand for labor throughout the country. USES traces this trend directly to the return of large numbers of veterans, recognizing at the same time the displacement caused by suspension or drastic curtailment of war-established industries. Specific classification by USES of 132 labor market areas shows that in only four are conditions "relatively stringent," meaning that the demand for workers is good in these areas; 44 show "balanced" conditions, 66 are characterized as "loose"—jobs harder to get—and 18 as "surplus"—even harder. This situation is

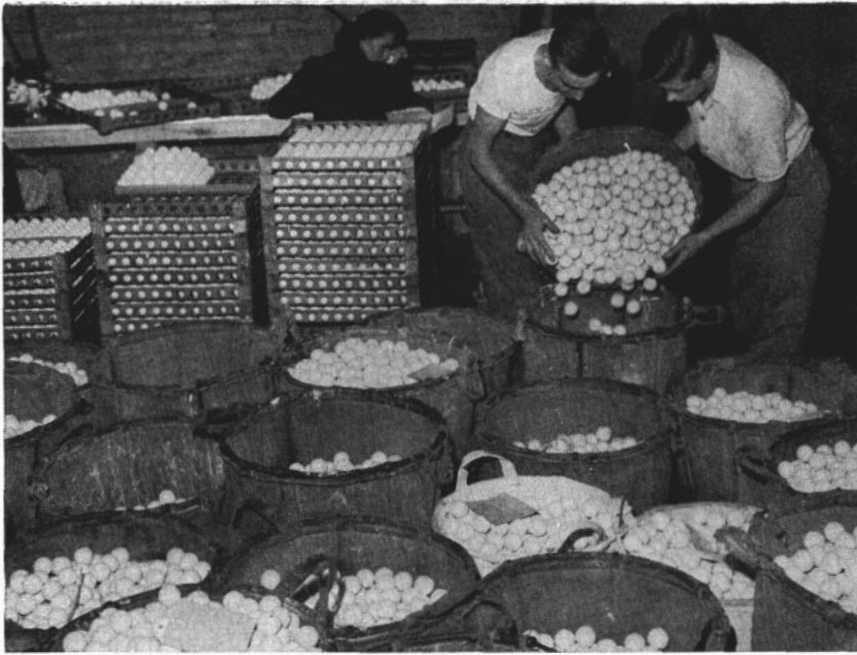


Photographs from Press Association, Inc.
HOME CONSTRUCTION is expected to boom in coming period, providing jobs as well as living space. Above is pre-fabricated house going up in Chicago.



AUTO INDUSTRY once under way will have variety of jobs, ranging from work on assembly line (above) to car sales. Radio industry, too, has broad field.





Photograph from Press Association, Inc.

AS RECONVERSION goes forward many veterans will find jobs making goods to meet pent-up demand for everything from golfballs (above) to grand pianos.

trending steadily toward "loose" and "surplus" conditions. Several areas which in the last monthly report were classified as "stringent" or "balanced" now have skidded to "balanced" or "loose" or even "surplus."

Several areas where the veteran should stand a good chance of getting employment were listed earlier in this article. In some other places, like Mobile, Ala., Des Moines, Iowa, or Lowell, Mass., he might run into difficulty finding a job. These locations are "loose", as concerns the labor market. He would have even more trouble finding a job in places classified "surplus" such as Tulsa, Okla., Wilkes-Barre, Pa., Buffalo, N. Y., or San Diego, Calif.

Although the full impact of discharges upon the labor market is yet to be felt, the Department of Commerce reports that the veteran is beginning to encounter difficulties in finding a job. About 5,700,000 veterans were discharged by 1 Jan 1946 and the Commerce Department, in its "Survey of Current Business," says that many service men and women are taking time out for adjustment to civilian life and have not yet joined the labor force. Thus, opportunities for veterans already have narrowed and the job situation will be aggravated in the next two months when discharges hit flood tide.

Some labor markets are "loosened" not only by the return of large numbers of local veterans, but by an influx of other former service people as well. Thousands of young men, for example, who never saw Florida or California before, were sent to one of these states for training or duty or whatever. They took a liking to the locale and decide to settle there after the war. A sampling of 3,594 job-application cases in Florida showed that 1,466 were former Florida resi-

dents, while 2,128—60 percent—were from the 47 other United States, as well as the West Indies, Canada, South America, Germany and Italy. This situation prevails on an even larger scale in California. Col. Paul S. Lawrence, adviser to OPA Chief Chester Bowles, says that while 8 per cent of the nation's armed forces were recruited in California, more than 10 per cent are being discharged with the intention of establishing permanent homes in that fabulous western state.

Not to be wholly gloomy about this, there is the fact that jobs are to be had. The USES points out that a "veteran preference" system in the Federal Government adds five points to the rating attained by a veteran in civil service examinations. If he is disabled, he gets 10 points. The extra points put the names of veteran-preference eligibles higher up on the list of eligibles and consequently they receive earlier consideration. Furthermore, when a veteran entitled to a 10-point preference cannot qualify because of his disability, the 10-point preference may be granted his wife instead.

Estimates indicate that the Government will offer about 870,000 job opportunities in the next five years. State and local governments will offer an even greater number. It is estimated that 1,380,000 replacements and new jobs will open up in the next five years. The largest job field in state government is on highways, with hospitals running second. In city governments the police and fire departments are the biggest employers.

As to aviation, an employment field in which thousands of combat veterans are interested, it can be frankly stated that the over-all picture is not too bright. In one month after V-J day the aircraft manufacturing industry shrank 80 per cent. The Civil Aeronautics Authority estimates that there may be some 900,000 jobs in aviation 10 years from now. A year ago the air forces and factories kept 4,000,000 people at work. In other words, while the long-view outlook appears fairly optimistic, immediate prospects are not so encouraging.

Getting down to cases: In the Government, although the CAA expects a certain expansion in the early peacetime years, the prospect of immediate



Veterans' Administration photograph

CIVILIAN AVIATION will step out as never before but its job horizon will be limited when compared with the "wild blue yonder" of war air operations.

ALL HANDS



USDA photograph

AGRICULTURE holds opportunities but experts warn it takes more than love of wide open spaces and experience with a garden plot to make a good farmer.

employment is not good. CAA had 11,000 jobs on V-J day but expects approximately 20,000 in 1955.

Regarding private industry, the National Aeronautic Association says, "There are virtually no openings in aircraft manufacture." The industry had 1,237,000 jobs on V-J day, now has about 260,000, and expects 460,000 by 1955. Unlike other industries, which are converting to supply the great demand for long-denied civilian goods, the aircraft industry is converting into a situation which finds the demand for its product more than fully met by a huge surplus of aircraft of all types. The industry is faced with the necessity of laying off 90 per cent of its huge wartime force and consequently will do well to absorb its own returning veterans, let alone men formerly in other fields.

The picture is a little brighter in the airlines field. The airlines not only are restoring jobs to employees returning from service, but are hiring many other veterans as well. One of the biggest hiring increases will be among mechanics and helpers. However, it should be born in mind that enlisted aviation mechanics and maintenance specialists totaled about 570,000. Also, veterans who feel qualified as flight engineers, navigators, and flight radio operators probably will find that the airlines have relatively few jobs to offer in these classifications. During the next few years, the total openings in these fields will require only a small number of men who had similar duties in the armed forces.

Perhaps the best field for small business in aviation, NAA says, is "fixed base operation"—which means establishing your own airport and giving flying instruction and charter flying service, selling planes, servicing, and repairing. These activities will mean

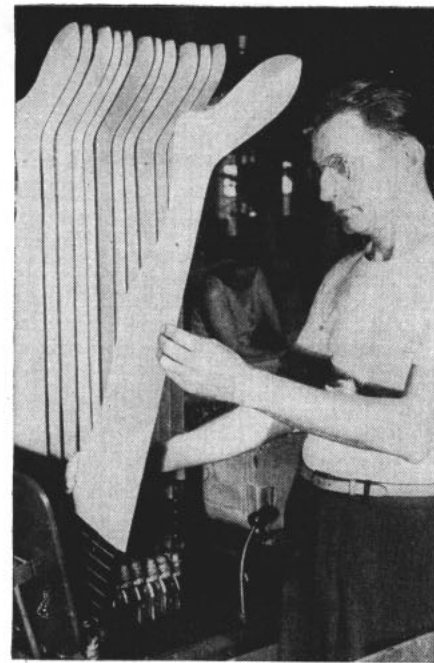
jobs for mechanics, technicians, instructors, airport service operators, and airport managers. The field looks for 100,000 jobs by 1955, an increase of nearly 600 percent over 1941.

As for flying itself, NAA says there will be more jobs available for the returning veteran who wants to work in industrial aviation than in any other branch of flying. This field includes aerial photography, crop dusting, aerial seeding, patrol of pipe, communication and power lines, contract air freight, spotting schools of fish, instruction, and general charter flying. This is a good field in which a man might establish his own business.

As with aviation, the radio-radar industry offers rather limited opportunities. While radar and television afford great promise for future peacetime uses, the industry as a whole is struggling with a problem of contraction. The USES estimated that the industry would not employ more than a third of the workers required during the war. The field may offer good opportunity for professional research and technical workers, but prospects for the unskilled man are not bright. However, as with other "service industries," the man who opens his own radio shop should stand a good chance of success.

What about farming? Many veterans are considering returning to farm work or purchasing land and going into business for themselves. The Department of Agriculture says the experienced—emphasizing experienced—farm worker should have little trouble finding a job.

The Department also can be helpful to the experienced farm worker who wishes to buy and operate his own farm. Various Government agencies such as the Farm Security Administration and the Farm Credit Admin-



Photograph from Press Association, Inc.

CHEMICAL industry with its nylons, plastics, etc., holds good prospects.

istration are prepared to help the veteran swing such a project. Under the GI Bill of Rights, the Government will guarantee up to \$4,000 of a farm loan to an experienced farmer.

Again emphasizing the "experience" aspect, the Department does not encourage the "city" veteran to turn to the land. Farming is a rugged business, the Department warns, and the wide open spaces lose some of their charm when the inexperienced veteran puts his money into the land and gets very little in return.

When you get out, visit the USES. Try to be specific. Tell them what you want to do and what you can do. The USES has compiled information about service jobs and their relation to civilian jobs. You may also find job information at your school or college, the local chamber of commerce, or a private job agency. Labor unions and industrial concerns also should be good sources. Many communities throughout the country are inaugurating cooperative programs not only to find but also to promote and develop jobs for veterans.

Ask your educational services officer about the National Roster of Scientific and Specialized Personnel prepared under the direction of USES. This is a national listing of men trained on a professional level in administrative, professional, scientific, and engineering fields. Industrial, commercial, and government organizations have access to this roster when openings occur which require such trained personnel. Also ask your educational officer about the Navy Rating Description Pamphlet, which tells you the relation of your service job to a civilian post and to what use you can most profitably put your Navy experience.

Prepare before you get out. Hunt systematically when you do get out.

BATTIN' THE BREEZE ON

Strange Fruit and Tongue

At Jaro, on Panay, an American sailor picked some fruit. It looked edible, but to make sure he strolled over to a Filipino youngster, pointed to his mouth, then to the fruit and looked inquiringly at the boy. After going through this pantomime several times without result, he turned in despair to an approaching shipmate.

"I was trying to find out if this is good to eat," he explained.

The young Filipino's face brightened. "Hell yes," he said, "And it's got Vitamin B."

Next Door, Please

An enlisted man recently walked into the private office of Commodore Roger E. Nelson, ComNOB Guam, and with all the courtesy at his command inquired, "Are you Chief Flynn? I'm looking for Chief Flynn."

Commodore Nelson, who has spent a quarter century in the Navy, kindly directed the enlisted man to the nearby office of his yeoman, Charles Flynn.

Flynn later complained that no one had ever mistaken him for a commodore—or even a commander.

Women's Fashions: 0.4

Robert Ruark, former Navy lieutenant recently returned from the Pacific, expressed one of the larger gripes of returning servicemen so eloquently that we pass it on to you in his well-chosen words in the Scripps-Howard newspapers.

This veteran since his Boy Scout days, has been an ardent admirer of American female beauty, but since his return, his overseas dream of the girls back home has been seared, sheared, speared and smeared by current home-front women's fashions.

His visions of loveliness that made the foxholes and K-rations bearable

turned to bitter gall when he returned and found:

"The girls, the same creatures who keep our souls alight while we slept in the mud or were ill on destroyers now look like something Salvadore Dali might muster up after a midnight snack of Welsh rarebit and raw onions.

"The lovely hair we remembered, which curled sweetly about ladies' shoulders now has been tortured into two patterns—both repulsive. Either the lass has snatched it up in one pink fist, hauled it tight with a windlass and screwed it into a silly topknot; or else it is clubbed into a nauseous bundle and hangs down the neck like a sackful of mud or a beaver's tail.

Intercepted Mail

Dear Ma:

I joined the Navy because I admired the way the ships were kept so clean and tidy. This week I learned who keeps them so clean and tidy.

With love,
Junior.

"The native gals of the Admiralties arrange their locks likewise. They pin their crests with shells, feathers and grandpa's shinbone. They manage to look just like Miss Fire House No. 3, who strangles her tresses with a rubber band and crams the overflow full of flowers, beads and bric-a-brac."

On shoes he gets down to cases.

"I used to remember fondly the American girl's walk. A long free stride that made her look tall and slim and proud, but what I see now makes me long for the Ubangi country.

"Our dames crowd their feet into spiked shoes that make them totter like unreconstructed Chinese women;

or they slop around in heedless slippers that endow their walk with all the winsome grace of an Okinawa coolie; or they struggle along in built-up brogans which give the impression that the wearer is either clubfooted or has just trudged thru a Georgia clay-pit."

He didn't like the new relationship of shoulders to hips, either.

"When God made little boys and girls, He made the little boys wide on the top and narrow on the bottom and the little girls vice versa. So it's shocking to observe the trends in ladies' suits, shoulders padded so that the slightest of females resembles a professional football player in battle dress. The new dresses with pleats and bulges at the waist, succeed only in making their wearers appear far advanced in what is known as the delicate condition.

"Of purple lipstick and 4-inch fingernails I will say nothing, except that Arab ladies sometimes tattoo their lips purple and Australian aborigines leave their nails long for the purpose of scratching. And hats? A hat is a spittoon, is a hood, is an ash-tray, is a bundle of laundry is a hat, I have seen handsomer head dresses on cannibals."

In closing, he states he does not know what our fair maidens look like, but it was definitely not what he left behind him in 1942.

Water, Water Everywhere

One of the advantages of being a diplomat, we are told, is the fact that diplomats don't have to abide by the laws guiding the affairs of ordinary mortals. "Diplomatic immunity" has been stretched, at times, to excuse behavior ranging from A (assault) to Z (zebricide).

If you've ever wondered what would happen when the irresistible force of



THE 7 SEAS

diplomatic custom barged up against such an immovable object as Navy Regs, then you'll be enlightened by this bit of intelligence.

Seems that the Navy drew the assignment of transporting some 50 diplomats, members of the Far Eastern Advisory Commission, to Tokyo. In due time, the eminent passengers were advised that Navy Regulations prohibit consumption of alcoholic beverages on Navy ships.

The *Eldorado*, an amphib command ship (AGC), will carry the diplomats over and serve as their quarters during the stay in Japan. Like it or not, the men in the silk hats and long coats are "going on the wagon" while they're in the Navy.

Use No Hooks?

An unnamed Yank tossed a bombshell into the lap of the Veterans' Administration recently when he asked VA if he could bring several of the wives he had collected—by trading—home with him when he returned from duty on a lonely isle in the Pacific.

He explained that he had acquired three or four wives by trading fish hooks for them. He said the process had been simplicity in itself. He had the necessary hooks; the local chief had too many women and no hooks, so he got the women.

In closing the letter he asked if he could bring them back into the States legally as the trading had been legal. He also wanted to know if he could collect an extra 15 bucks per "wife" when he entered college under the GI Bill of Rights.

Situation Out of Hand

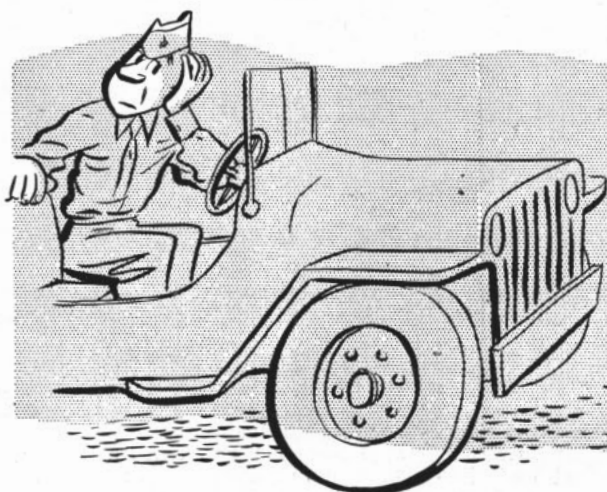
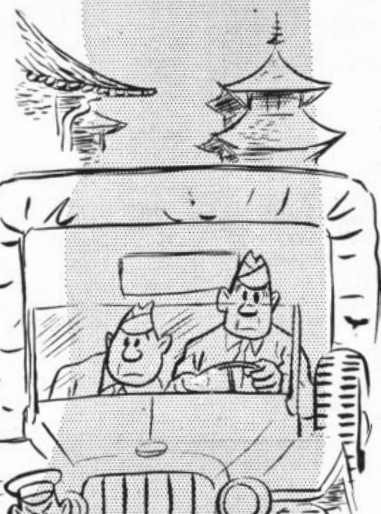
Well, it looks as though the Marines have done it again. This time they think they have discovered the world's most confused traffic cops—in Tientsin, China. These little men in black

uniforms with white cuffs are, to put it mildly, geniuses in the art of snafu.

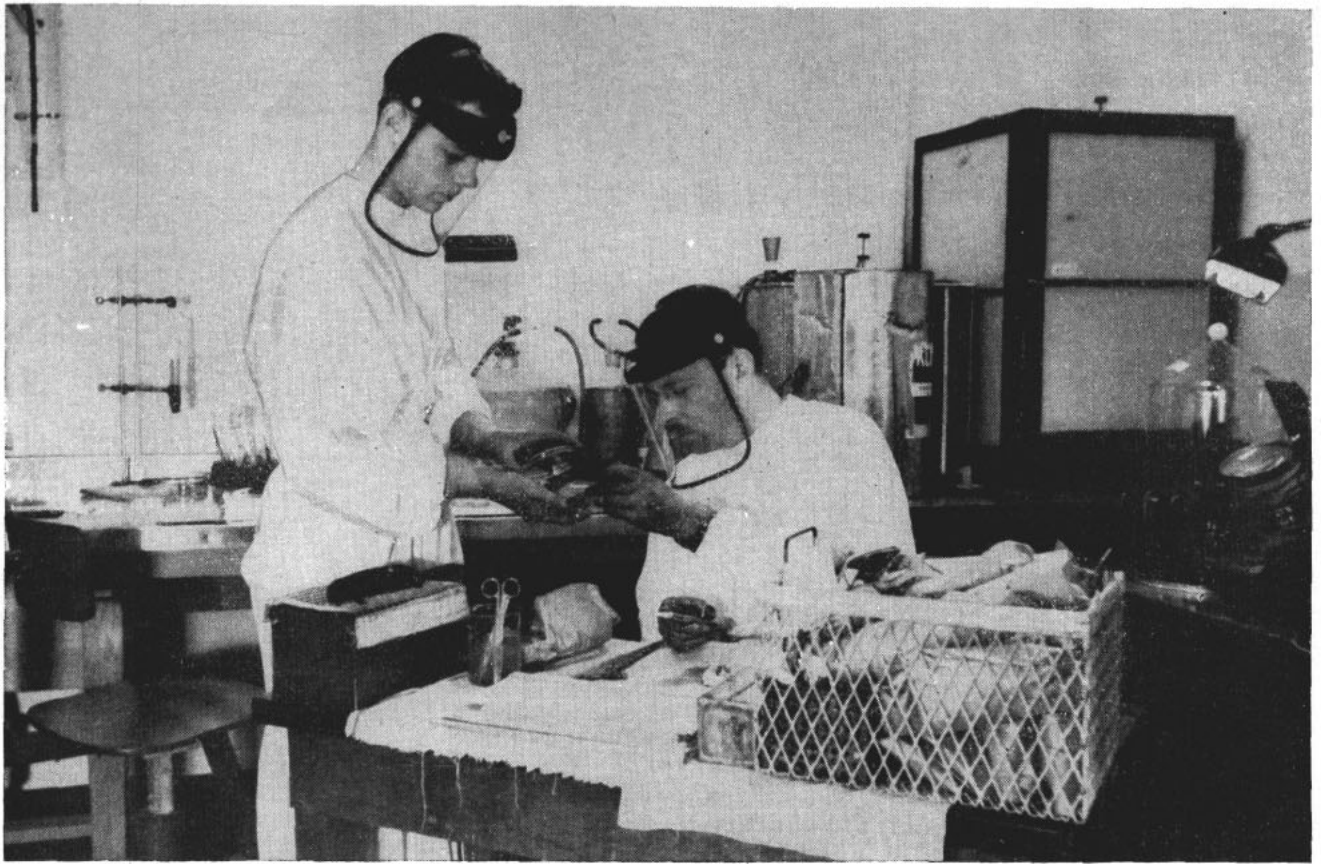
On one occasion, two Marine trucks approached an intersection at which six of these policemen had gathered. Two of the cops gave truck No. 1 the right of way, two others gave it to truck No. 2, and the remaining two policemen started arguing with both factions at once.

The truck drivers, with this-is-where-I-came-in expressions on their faces, sat drumming their fingers on the steering wheels for a few minutes, then got together and agreed as to which truck was to go first. The six policemen, gesticulating wildly and shouting at each other, did not even notice the trucks' departure and, for all the drivers know, the argument may still be going on to this day.

When the Marines first arrived, they had to learn to drive on the left side of the street, because that was the way the native bicycle and ricksha traffic went. It confused the Marines. Then, on 1 January, the Chinese government ordered all traffic over to the right side. It confused the natives. They live dangerously in North China these days.



DAVE BURON



Official U. S. Navy photograph

PROTECTED by transparent face masks, these U. S. Navy doctors hold an autopsy on an infected laboratory animal.

WAR OF THE TEST TUBES

Medical Research Had Countermeasures Ready to Meet Axis' Bacterial Warfare

FANTASTIC as it seems even in the Atomic Age, the warlords of Germany and Japan sought to wipe out their enemies with vast epidemics artificially spread among Allied troops and civilian populations.

The diabolic Axis schemes were disclosed recently when the Army made public—in part—the results of a supersecret military-civilian research project in which the Navy's Bureau of Medicine and Surgery as well as British and Canadian scientists had roles, seeking defensive measures.

Because it was necessary to discover offensive methods in order to fashion a defense, the Allied researchers found that bacterial war is feasible, even practicable.

The report revealed that "the Japanese Army fostered offensive development in [biological warfare] from 1936 until as late as 1945" and that as early as 1915 the Germans experimented with the use of germs as a weapon of war. How near the Axis partners came to success in their frantic search for bacterial weapons was not made known but they were reported behind the Allied researchers.

To the Navy's Bureau of Medicine

and Surgery, the biological warfare project was one of the most spectacular—and urgent—phases of its extensive research program which during the war was expanded greatly to meet the challenge of new, more complex fighting conditions as well as the older challenges of disease and death. Although much of the research was prompted by enemy threats such as bacterial warfare, most of the investigations were aimed at finding the answers to "everyday" problems such as survival, the prevention and cure of disease and injury.

"Medical research in the Navy has come of age in this war," according to Vice Admiral Ross T. McIntire, Surgeon General of the Navy. "In the space of a few years, with wartime demands supplying the motivating force, it has proved itself an essential and an integral part of the Navy's medical establishment."

In "coming of age," the Navy's medical research organization had been concentrated largely at the Naval Medical Research Institute at Bethesda, Md., the Medical Field Laboratory at Camp Lejeune, N. C., the Medical Research department of the

U. S. Submarine Base at New London, Conn., and the School of Aviation Medicine at Pensacola, Fla. Here were set up laboratories in such basic sciences as chemistry, physiology, biophysics, pharmacology, toxicology, pathology, bacteriology, virology, parasitology and serology. There were nutrition laboratories, facilities for experimental surgery, dentistry and hygiene and apparatus for the study of the efficiency of personnel under environmental stress such as encountered in air and submarine warfare.

From these laboratories and research projects poured a stream of life-saving equipment, techniques, drugs, etc. But these modern units weren't the only source of medical advance. There were the teams sent out to conduct studies at the battlefield, at forward bases, aboard ships and even in Allied countries. Other developments were made "accidentally" by doctors not primarily engaged in research but rather in the immediate task of saving lives with the methods at hand.

Objectives of organized naval medical research fall generally into three main channels: (1) special devices such as survival equipment, (2) curative medicine and methods and (3) preventive medicine and methods.

In the field of special devices and survival equipment can be placed in a

generalized way the Navy's bacterial warfare project. This began back in 1943 when the Naval Medical Research Unit No. 1 at the University of California in Berkeley was ordered to concentrate immediately on defenses and countermeasures for bacterial attack.

Because of the great secrecy and importance of the research, personnel had to be carefully selected, more carefully indoctrinated and trained. Before a man was assigned to the project he was exhaustively investigated by naval intelligence officers.

At first 12 officers and nine enlisted men were put to work on the problem, but more were added as the investigations proceeded until 19 officers and 45 enlisted men were engaged in research. So urgent was the project that all personnel were "frozen" to prevent disruption of the work.

These men were not interested in the academic view of bacterial research, only the short-term practical side of the offensive possibilities and defensive countermeasures. To find a defense they knew they had to first find how it could be used offensively.

Swift, Certain Death

First, they had to find out if infectious disease bacteria could be produced in quantities large enough to be used as a weapon. As a result they built equipment capable of manufacturing as much as 50 gallons of fluid culture containing 10 billion bacilli per cubic centimeter (1/30th of an ounce). They also found they could produce dry cultures in quantity.

They knew they were working with swift, certain death for the fatality rate among victims of the disease with which they were working is almost 100 percent. Consequently, most of their effort on defensive measures was aimed at protecting the workers. Along this line they developed a rubberized protective suit with completely self-contained oxygen supply for decontamination and rescue operations. The air-tight, germ-free metal tanks in which the work was conducted through the use of glove and sight ports were modified and improved. Special cages with separate air supply and a means for incinerating effluent air were built for the test animals. A special three-bed dispensary was established in the research quarters so that accidental infection of personnel could be dealt with promptly. A protective "wall" of ultra-violet lamps and an electrostatic precipitator surrounded the research area to purify all air leaving the premises, thus protecting neighboring units from infection. These safety measures paid off, for no one became accidentally infected.

As for the future of biological warfare, the Army report declares:

"The development of agents for biological warfare is possible in many countries, large and small, without vast expenditures of money or the construction of huge production facilities. It is clear that the development of biological warfare could very well pro-



Official U. S. Navy photograph

RESEARCHERS are protected against deadly disease by this rubberized suit with self-contained oxygen supply for decontamination and rescue operations. These safety measures paid off, for no one became accidentally infected.

ceed in many countries, perhaps under the guise of legitimate medical or bacteriological research."

Other phases of research in special devices perhaps are not so spectacular, but certainly have proved of great worth to the Navy. For instance, early in the war one of the problems of those engaged in special device research was that of shipwrecked personnel. The need was urgent; enemy submarines and other craft were taking a heavy toll of Allied ships. Probably the most outstanding development to combat this problem was the discovery of methods of desalination of sea water. As a result of the investigations, Navy liferafts—along with lifebelts and lifeboats were subject to extensive naval research and now are equipped with kits containing equipment for making sea water into drinking water.

Other survival research brought forth improved methods for preventing "immersion foot," one of the great dangers encountered by men forced to remain in open boats or the water for long periods of time.

The improvised Stokes stretcher floats for air-sea rescue are an example of the development of survival equipment in the field, for they were hit upon by personnel actually engaged in rescue work. The device, buoyant enough for a 225-pound person, is stable, easily maneuverable and minimizes the effect of jarring and bumping during rescue operations.

Two of the most important wartime developments of research in special devices were the Link trainer and the Behrens chair, devices to test the physiological reactions of aviators during flight. The latter device, used to gauge the equilibrium by recording the subject's reactions while being whirled around, has had important bearing on the research in anti-blackout suits for aviators.

It is in the field of curative medicine and methods that some of the most important advances have been made by Navy researchers.

Probably the most outstanding wartime contribution in this field was the development and use of blood derivatives and whole blood. From studies of plasma, Navy researchers working with Harvard Medical School technicians developed a method of separating blood plasma into its chemical components with the result that new lifesaving substances have been produced. Among the products made by fractionation of human blood are plastic films useful in surgery, a sponge that stops bleeding, a fraction that controls shock and a serum that prevents and attenuates certain virus diseases including measles.

'Packaged' Hospitals

Research in the use of whole blood mainly was concerned with methods for getting the blood where it was needed (ALL HANDS, April 1945, p. 15). As one result a portable refrigerator was developed making it possible to store and ship whole blood to forward areas. A further development enabled Naval Air Transport planes to parachute caches of whole blood to isolated units in combat areas.

Another phase of the research in curative measures involved hospitalization and evacuation of the wounded. Out of the great amount of work in this field has come the "packaged" hospital—a prefabricated unit complete from ambulances and staff to the latest in drugs and equipment, in fact everything to be found in a modern continental naval hospital. Success of these "packaged" hospitals is revealed in the statement of Capt. J. H. Robbins, (MC) USN, commander of Mobile Hospital No. 4 in the South Pacific, who said: "In the first year

of operation, approximately 16,000 patients from the battle area passed through this hospital with a total of only 10 deaths."

Further indicating the success of Navy hospitalization was the recent disclosure that less than 3 percent of the wounded who reached hospitals died in World War II against 8 percent in World War I.

Other products of research which helped cut the fatality rates in World War II were the new mobile dispensaries-on-wheels for use near the front, portable field blackout tents to be used in "on-the-spot" combat area medical treatment, improved hospital corps pouches which increase the efficiency and capacity of corpsmen in combat areas, the new field sick call chest, the portable X-ray unit and the lightweight nylon litter equipped with straps so that an injured man can be hoisted and lowered over steep embankments and cliffs.

The new hospital ships are still another development in the effort to increase the chances for recovery of sick and wounded personnel. The newer AHs are larger, faster and more modern than previous types and include such equipment as air-conditioning, diet kitchens and medical apparatus designed by research men to fit the unique conditions encountered on a rolling ship.

Naval research in medicine advanced surgery greatly during the war, especially in the field of plastic surgery by which many men have been saved from horrible and permanent disfigurement. Besides new techniques in skin grafting and other plastic surgery methods, research has brought forth important new methods of orthopedic surgery such as the use of tantalum wire in nerve sutures, various bone-setting pins and more



PROTECTION against mild flashburns is provided by this medicinal cream developed by Navy research doctors.



FRACTURED JAWS are held in place by rigs of this type. They may be adjusted to the nature of the break.

Official U. S. Navy photographs

efficient plastic, metal and plywood splints for fractures.

In pharmacology, Navy studies may seem prosaic in some cases but in the over-all program they have a very practical value in maintaining the efficiency of personnel. For instance, remedies for seasickness have been evaluated and improved, salt tablets for the prevention of heat fag have been improved (so they won't cause nausea) and a powder has been produced which in most cases will cure and even prevent that widespread plague, "athlete's foot."

And only recently it was announced that a Navy research team, Epidemiology Unit No. 50, has discovered a cure for one of mankind's oldest and most deadly enemies, cholera. The cure, discovered in a controlled experiment in Calcutta, uses blood plasma, sulfadiazine and saline solution.

Proving again the adage that "an ounce of prevention is worth a pound of cure," are the naval studies and developments in preventive medicine.

Many of the studies were designed to discover safeguards against the dangers encountered in naval activities. For instance, Navy researchers, through exhaustive study, developed the anti-G suit for naval aviators. Designed to prevent the airmen from "blacking out" because of the stress of violent combat maneuvers, the anti-G suit, through automatic inflation of air pockets, offsets the terrific (sometimes eight or nine times greater than the pull of gravity) pressure on vital parts of the body as the pilot pulls out of a steep dive.

Flashburn Prevention

One of the Navy's important research projects had to do with the prevention of flashburn which is constantly a threat because of the habit of gun crewmen to "strip down" for action, thereby exposing most of their bodies to burn should magazines explode. This situation prompted naval researchers to develop an effective medicinal cream and impregnated clothing to protect the men.

Other protective measures have grown out of BuMed's studies of the effect of air blasts on the nervous system, the effect of various air mixtures on submarine crewman, the acuity of the hearing and vision of submarine personnel, the prevention of oxygen poisoning among submarine and aviation personnel, the effect of aviation conditions on dental pulp and the occurrence of dangerous autokinetic illusions among nightfighters.

High on the list of Navy medical investigations have been those aimed at discovering methods to increase the ability and efficiency of personnel. In this field, researchers have studied at length the effect of cool quarters on the performance of men in close quarters, nutrition, vitamin C economy and its relation to scurvy, and improvement in the use of the lip microphone in plane communications.

Having proved itself invaluable, Navy medical research is continuing as the scientists and experts search for even better ways to make the Navy man harder to hurt, harder to keep down.

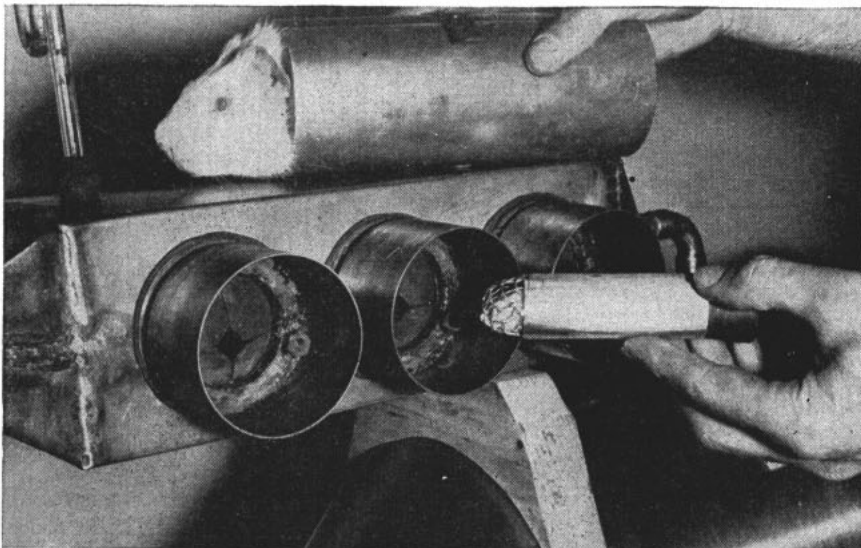


Official U. S. Navy photographs

OFTEN CALLED the citadel of medicine, this well equipped medical center at Bethesda, Md., serves as the nerve center of naval medicine and research.



WHOLE BLOOD, packed in special fibre glass refrigeration units, is checked at Oakland, Calif., before shipment via NATS to forward Pacific areas.



HELD IN A TUBE, this animal is being exposed to various diseases at the medical research unit located at the University of California in Berkeley.

THE WORD

Frank, Authentic Advance Information On Policy—Straight from Headquarters

• **TERMINAL LEAVE** for enlisted men may become an actuality. Several bills now in Congress would grant accumulated leave pay to enlisted men at the rate of 2½ days per month, not to exceed 120 days. War and Navy have worked with the House Military Affairs Committee on a practical accumulated leave plan, and legislation embodying the joint proposal may be introduced by the Committee. Terminal leave for officers is based on a 70-year-old law which was intended to insure that officers would not be denied active duty pay and allowances while in leave status. Leave for enlisted men is not covered by a similar law but has always been a matter for administrative decision.

Navy's peacetime leave policy is liberal, as in addition to annual leave enlisted men receive emergency, sick, and reenlistment leave. In normal times the Navy desires that men take leave as earned annually since the purpose of leave is to provide a period of rest, recuperation, maintenance of family ties, and renewed interest generally. It is recognized that impossibility of adhering to this practice in wartime has caused some hardship.

• **JOINING DADDY OVERSEAS** has been made a brighter prospect for Navy wives and children in the BuPers budget request for fiscal year 1947 which includes an item for \$121,199,800 for care of families of men and officers on bases outside the continental limits of the United States. Facilities proposed, exclusive of those to be provided by BuAer on bases under its cognizance, include housing, schools, chapels, recreation buildings, ship's service stores, commissaries, laundries, etc. This construction is planned in the following areas: Pearl Harbor, Kaneohe Bay, Adak, Attu, Kodiak, Guam (Apra Harbor Area), Guam (Saipan Area), Samoa, Wake, Ryukyus, Marcus, Leyte-Samar, Puerto Princesa, Philippine Sea Frontier, Subic Bay, Manila, Manus, Bonins-Volcano (Iwo Jima), Majuro, Palau, Kwajalein, Truk, Marshalls and Wake Area, Eniwetok, Argentina, Bermuda, Guantanamo, St. Thomas and Balboa.

Now open for family immigration are Pearl Harbor, Alaska, Kodiak, the Aleutians, the Marianas, the Caribbean Area, Newfoundland, Samoa, Mexico, and certain areas in South America. Other areas will be added to the list as housing and other facilities are made available. Applications to have families join men on outlying bases must be made by the men themselves through their commanding officers. It must be shown that housing

is available or applications will not be approved. At present eligibility to bring families to foreign bases extends only to officers and men who are to be stationed in the area at least six to eight months. Reserves must request retention on active duty for six to eight months to meet this rule.

After applications are approved families are usually on their way in one to four weeks. Transportation is handled by the Navy, using Naval transports when available and planes where no ships are scheduled. The Navy will ship household goods but at present will not assume expense of transporting automobiles. The Government will not reimburse dependents for travel made at their own expense if space in a transport was available. Transportation and housing is equitably apportioned among senior officers, junior officers, and enlisted men.

• **NO POINT SCORE** for dependent children is contemplated by Navy. The allowance of 10 points for dependents, regardless of type, will continue. This policy recognizes that the relationship of the dependent does not necessarily have any bearing on the individual's responsibility, so long as dependency does, in fact, exist. In this way, Navy has given due weight to a factor which caused men without dependents to be inducted under Selective Service earlier than family men. More than 300,000 Navy enlisted personnel have dependents other than wives or children.

• **TWO CHILDREN UNDER 18** do not entitle an enlisted man to discharge solely for this reason, says BuPers in answer to a specific question. Such men may request discharge if they can show "hardship" but their cases will be considered individually on their merits. Three children under 18 constitutes a prima facie case of hardship under Alnav 298-45.

• **BARRING OF RESERVE** enlisted men from service schools has drawn occasional complaint from rank and file. Reason for this general policy, says BuPers, is fourfold: First, Reserves starting such training now would be of little value to the Navy since demobilization of the Reserves is expected to be complete by 1 September. Recruit training requires about three months and courses in Class A schools require another three to five months. Second, capacities of Service Schools have been and are being scaled down to requirements for training regular Navy personnel to man the postwar Navy, and additional facili-

ties would have to be maintained to train Reserves. Third, qualified personnel are not available to staff additional facilities for Reserves now, as competent instructors would have to be withdrawn from operating ships and stations which are already dangerously short of Regulars in the higher skills and pay grades due to discharge of experienced Reserves. Fourth, low-point Reserves are needed to maintain crews for ships until return of overseas personnel permits laying-up of ships and closing of naval activities. Assignment of large numbers of such men to Service Schools would slow down the entire demobilization program.

BuPers points out that Reserves are permitted to enter Service Schools when firm commitments have been made prior to enlistment, as in the case of men in ETM training, and when trained personnel are required for proper functioning of the demobilization program, as in the Reserve Yeoman, Storekeeper, Cook and Baker, and Shore Patrol schools. In general, the policy of barring Reserves from most Service Schools is directly in line with the policy of permitting regular Navy personnel to attend only when they have obligated service proportionate to the length of the course in which they are enrolled.

The great majority of personnel trained in Service Schools during the war were Naval Reserves. These men are being demobilized rapidly and the need for replacing them with other trained men is growing more critical daily. Drastic reductions have been made in personnel allowances and appropriations for operating training activities. It will require all postwar training facilities operating at full capacity to train sufficient regular Navy personnel to replace Reserves eligible for discharge.

• **WOMEN'S RESERVE** would be permanent part of the Naval Reserve, under legislation now being sought, says BuPers. Members of the Women's Reserve would be permitted with their consent to serve on active duty in time of peace in the same manner as male members of the Naval Reserve. It is not contemplated that Waves will be part of the regular Navy.

• **NAVY TRAINING** — don't sell it short when you seek a civilian job, BuPers advises veterans. There are 526 different ratings held by men and women in the Navy, each qualifying the holder for any of several related civilian occupations. In many skills and crafts Navy training is equal to the best available. As a veteran you will find yourself more proficient in your former job or prepared to handle work for which you were not previously qualified. Discharged veterans receive a Rating Description Booklet for the highest rating they held, describing duties performed in that rating, showing basic knowledge and skills involved, and listing occupations for which they can qualify by having attained that rating.

'THE WORD' Provides Authoritative Dope

In "THE WORD," beginning in this issue, ALL HANDS provides its readers a new contact with the directors of Navy policy. Questions on matters of special interest have been asked of officers high in naval administration, and the items published here on the basis of their answers are frank and authoritative.

Readers are invited to join the editors of ALL HANDS in submitting questions bearing upon future Navy policies and recommended legislation. Through special arrangement, these questions will be asked of the men who have the answers. Indicated policies are subject to change, it must be noted, and should not be the basis of official action. The information here, however, is "THE WORD" on subjects treated as they stand at press time and the best bet on eventual official policy.

Address letters to ALL HANDS, Bureau of Naval Personnel, Navy Department, Washington 25, D. C.

• **SPECIALIST OFFICERS** will find opportunities in the postwar Navy, it is indicated in the recommendations of a special board which has recently completed a study of this matter. The Chief of Naval Personnel has recommended approval of the board's plan, and steps are being taken for transfer to the regular Navy of reserve and temporary officers having the necessary qualifications in 17 different specialties. Naturally the scope of this program depends upon the size of the postwar Navy as finally determined. Following are the specialties already recommended for procurement:

Aerological Engineer	Law Specialist
Aeronautical Engineer	Mechanical Engineer
Chemical Engineer	Metallurgical Engineer
Communication Intelligence	Naval Architecture
Engine	Naval Intelligence
Diesel Engineer	Ordnance Engineer
Electrical Engineer	Petroleum Engineer
Electronic Engineer	Photographer
Industrial and Management Engineer	Public Information

The same physical qualifications will probably be required of specialist officers and men as of non-specialists, BuPers officials believe. It is expected that fitness for sea duty will continue to be a general requirement.

• **RETIREMENT PROVISIONS** for naval officers will be changed if legislation now before Congress is adopted. A bill which has passed both houses in different forms and is now being considered in conference proposes certain changes in procedure regarding both voluntary and involuntary re-

tirements. Boards would be established to review the records of the various categories of naval officers, with a view to involuntary retirement of those officers on the active list who because of age or other reasons can no longer perform the duties of their grades as efficiently as other officers.

Pay of officers so retired would be computed as now provided by law, based upon highest rank satisfactorily held on active duty.

The bill further provides that any officer of the Navy or Marine Corps, including the reserve components thereof, who has completed 20 years of active service—10 of which is in commissioned status—may at his own request and in the discretion of the President be placed on the retired list with pay computed at the rate of 2½ per cent times the number of years of active service based on the highest rank satisfactorily held. Another provision would reduce the statutory age for retirement from 64 to 62 years.

Under the proposed law all officers advanced under the Act approved 24 July 1941 would, when returned to inactive status or when subsequently retired, be retired with the highest rank satisfactorily held and with retired pay based upon that rank. This would include members of the Fleet Reserve promoted to commissioned ranks during the war.

• **16-YEAR RETIREMENT** plan restoration is the subject of a bill awaiting final action in Congress and approval by the President. The bill would restore to enlisted men with 16 years of service in the regular Navy the privilege of transferring to the Fleet Reserve. Such men would be released to inactive duty with pay at the rate of one-third of base pay plus longevity. Transfers would be limited to men who enlisted or enlist in the regular Navy after 1 July 1925 and prior to a date 121 days after approval of the legislation, and to men who reenlist in the regular Navy within three months of the date of their discharge. The bill has passed both houses of Congress and is now in the Senate awaiting concurrence with House amendments.

• **"TIME IN RATE OR RANK"** will continue to be a rigid specification for advancement of naval personnel, says BuPers, and exceptions will be permitted only to meet unusual needs. The policy of the Navy has always been to provide equal opportunities for advancement of all personnel, and exceptions imply favoritism and affect morale. "Time in rate" has been reduced as far as possible for advancement in the lower rates. Many of the top rates are full. In certain rates there are as many regular Navy CPO's and first class petty officers as will be required in the postwar Navy. Therefore, advancements to those rates must be controlled carefully by rigid specifications in order to forestall a topheavy rating structure. Temporary exceptions to the rule have been and will be made to meet urgent needs of the service.

WHAT'S THE ANSWER?

Sport News Test

Sports in 1945 presented a rapidly changing picture as war clouds lifted and another Golden Era of athletics was predicted. See how well your memory clicks on these questions based on sports stars and events in 1945.

- The mighty Fleet City Bluejackets marched through an undefeated season on the gridiron but suffered one tie. One of the following teams turned that trick:
 - El Toro Marines
 - St. Mary's Pre-Flight
 - Fourth Air Force
 - Second Air Force
 - Fort Warren
- The Detroit Tigers defeated the Chicago Cubs in a slightly screwy World Series. How many games did the series go? (a) four, (b) five, (c) six, (d) seven.
- While Navy and Army played before 100,000 at Philadelphia an even larger throng cheered one of these games:
 - Yale-Harvard
 - Louisiana State-Tulane
 - Southern California-U. C. L. A.
 - Notre Dame-Great Lakes
 - Alabama-Mississippi State
- Navy lost but one football game in 1945. What was the loss record in 1944? (a) one, (b) two, (c) three, (d) four.
- Here are the names of some star tennis players. Pair those of the man and woman who won the respective national singles titles:

(a) William Talbert	(1) Sarah Palfrey
(b) Francisco Segura	(2) Louise Brough
(c) Frank Parker	(3) Margaret Osborne
(d) Gardner Mulloy	(4) Pauline Betz
- Clyde Scott of Navy, in addition to being a star backfield man, was a champion in another of these sports:

(a) golf	(d) wrestling
(b) track	(e) tennis
(c) boxing	
- Chosen in an Associated Press poll as the No. 1 male athlete of 1945 were:

(a) Doc Blanchard	(d) Byron Nelson
(b) Glenn Davis	(e) Bob Waterfield
(c) Phil Cavaretta	(f) Ben Hogan
- The men's national senior indoor swimming championship was copied by:

(a) Ohio State	(c) Columbia
(b) Bainbridge NTC	(d) Sampson NTS
- A star Navy end won a berth on most of the All-America team selections. He was one of the following Middies:

(a) Scott	(c) Duden
(b) Jenkins	(d) Minisi
- In the Cleveland Rams-Washington Redskins game for the championship of the National Football League a freak safety resulted from:

(a) a punt being blocked
(b) a pass striking the goal post
(c) a runner being tackled in the end zone

[ANSWERS ON PAGE 75]

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes; no private reply will be made.

Still Shooting

SIR: I think I may have some information of interest with regard to your "Last Shot Against Japan" item in ALL HANDS, December 1945, p. 38. The USS *Hughes* (DD 410) was a screening ship for Task Force 92 and therefore was up in the Paramushiro area on the night of 11 August and the early morning of 12 August.

As I remember, when the cease firing order was given, No. 2 gun of the *Hughes* had a hangfire and was some 20 minutes in firing. When it did go, it was in the direction of Japanese territory. For more accurate information, I suggest you check the action report of the *Hughes*.—D.C.Y.

SIR: Here is more fuel for your "Last Shot" fire. My crew has been up in arms since you published the *Concord's* picture in your December issue.

Your attention is invited to the USS *Tigrone's* report of third war patrol. From 1717 to 1800 (King), 13 Aug 1945, we were bombed a radio station and other buildings in Mikomoto Shima in the western entrance to Sagami Wan. Two Third Fleet fighters, with whom we had been lifeguarding, assisted by spotting.

I quote from the report: "Until proof to the contrary is forthcoming, the USS *Tigrone* claims final bombardment on Japan . . . the clinching argument for surrender."—V.E.S., Comdr., USN.

• Resolved to internationally standard Greenwich Civil (or Zebra) Time, cease fire orders for the contenders revealed so far line up as follows:

Concord	1106,	12 August
Hughes	0958,	12 August
Tigrone	0700,	13 August

Even a 20-minute hangfire would bring the *Hughes* final salvo at 1018, 12 August, 48 minutes before the *Concord* ceased firing. Thus, of the three vessels whose action reports have been studied, the *Tigrone* has an edge of 19 hours and 54 minutes on first place for the last shot.

ALL HANDS invites further claims, substantiated by action reports. President Truman announced hostilities' end at 1900 EWT (2300 GCT) 14 Aug 1945.—ED.

How to Win Honorable Discharge

SIR: In the September 1945 ALL HANDS (p. 38) you said an enlisted man with a GCM conviction could get an honorable discharge if: (1) BuPers approves his CO's recommendation for one; (2) if he has been awarded a Medal of Honor, has been decorated for heroism or distinguished service or has received a letter of commendation from SecNav; or (3) if he is discharged as a result of disability received in action against an enemy.

My question is, what sort of discharge does a man get who has two convictions by summary courts martial, but hasn't been in trouble since the last conviction 12 months ago?—J. B., S1C.

• Two summary court martial convictions also would bar a man from an honorable discharge unless he comes under the exceptions above. One SCM conviction would have no effect on the character of discharge given—except to make it tougher to meet the 3.25 conduct mark required for all honorable discharges. Except for the bar against most men with one general or two summary convictions, the type of discharge a man earns depends upon his entire record. For conduct requirements and other information on all types of discharges, see table on pp. 14-15, ALL HANDS, November 1945.—ED.

Medals and Awards

SIR: Anything on a ribbon for the occupation of Japan?—L. H., SM3c.

• Nothing authorized yet.—Ed.

SIR: Parts of our Amphibious Seabee Battalion were responsible for the cause-

ways used in the Borneo campaign. Most of the show was Aussie, but we think a little credit should be given the Seabees. Has a star been authorized?—Two 111th Seabees.

SIR: Any possibility of an engagement or operation star being authorized for personnel of U. S. naval units which participated in the landings on Borneo in 1945?—C. A. P., Lt., USNR.

• Just authorized, an engagement star will be awarded for participation in Borneo operations between 27 April and 20 July 1945. See p. 69.—Ed.

SIR: Do men in the boat groups and beach parties for the initial landing at Iwo Jima rate the Navy Expeditionary ribbon?—J. E., S1C, USNR.

• Navy Expeditionary Medal is awarded only for land actions for which no other comparable award is given. Only action in this war rating this medal was the defense of Wake Island, 7-22 Dec 1941.—Ed.

SIR: Has a Presidential Unit Citation ever been awarded to a base in the United States?—J. J. J., S1C(Y).

• No. PUCs are awarded for combat only.—Ed.

SIR: Is a man who was in an overseas hospital while his ship took part in an invasion entitled to wear the star which his ship earned in the engagement?—E. J. W., S2c, USNR.

• No. You must participate personally to be eligible.—Ed.

SIR: I received a broken shoulder when a merchantman cut my ship in two in the Atlantic. Though I spent some time in the water, I was not considered a survivor and did not receive survivor's leave because one-half of the ship remained afloat and the captain is still living. Does the Navy give any special consideration or ribbons for injuries received while on duty?—T. K. P., Lt., USNR.

• No ribbon has been authorized for injuries not sustained as a result of a hostile act of the enemy or while in action in the face of the enemy.—Ed.

SIR: While at sea several months ago I was presented with the Purple Heart for wounds received in a Kamikaze attack. When I got home on leave, I saw several ex-servicemen wearing miniature Purple Heart pins in the lapels of their civvie suits and learned they had received them with the medal and ribbon. Since all I received was the medal itself, can you tell me how to obtain one of the pins?—G. H. F., S1C.

• The Purple Heart lapel button can be obtained by writing via official channels to the Chief of Naval Personnel, Arlington Annex, Washington 25, D. C., explaining you have not received it.—Ed.

San Clemente Island

SIR: Here on San Clemente Island, where I have had nearly two years of duty, we have had rumors of receiving the South Pacific and American Theater of War ribbons, and of receiving overseas credit toward discharge. We do not get sea pay, although we are 60 miles out in the Pacific from San Diego and spend about 16 hours a month at sea. It would help to know for sure if we can count that one-fourth point per month extra toward demobilization.—C. A. B., Bkr2c.

• San Clemente Island is in the area for which the American Area Campaign Medal is authorized; it is out of the Asiatic-Pacific service ribbon area. Overseas demobilization credit does not always coincide with eligibility for sea pay. Para 4(d), Alnav 395-45 (NDB, 30 November) gives the word, too detailed to repeat here, on how points for duty outside the U. S. are determined.—Ed.

New Uniform Reaction

SIR: I have just seen pictures [see p. 6] of our new uniforms (published in U. S. newspapers 1 January) and have talked with a number of men at this station about them. There don't seem to be many who like them.

The blues aren't too bad, but as someone suggested, we'd rather keep the bell bottoms if we could do away with the 13 buttons at the top. If the "old 13" were replaced with a fly like regular pants have, and a few pockets were added, we would be happy with our pants. We still think the jumper is tops for a "top"—without it, the uniform just doesn't look Navy.

According to the newspaper articles, the COs are to make the criticisms and recommendations after three months' trial. How about a poll among the enlisted men to see who likes what?—A. H. S., HA1c, USN.

• The joint BuPers-BuSanda letter to CincPac, CincLant, Com9 and Com10 officially notifying them of the service test for the new uniform asks for answers to specific questions about their performance. The enlisted men who wear and observe the new uniforms naturally will be the source for these answers.

ALL HANDS welcomes comment on the new uniforms, particularly from first hand observers. Results will be published on these pages, with separate accounting for those staying in and those leaving the Navy. Writers are requested to identify themselves accordingly.—Ed.

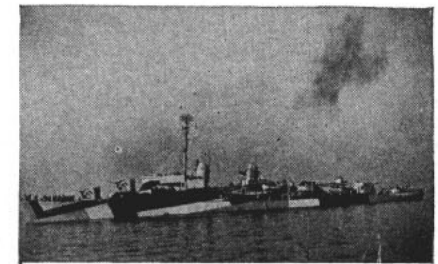
A-V(N) Bonus

SIR: There probably are others besides myself who have served only a few months as A-V(N) officers and now are eligible for a fractional part of the \$500 annual bonus to officers who were aviation cadets before 3 Sept 1942. However, I understand receiving the bonus will prevent our receiving the \$300 mustering out pay. If we waive claim to the flying bonus, will we still be eligible for mustering out pay?—W. J. K., Lt.(jg), USNR.

• BuSanda says officers otherwise entitled to receive mustering out payments will receive them irrespective of eligibility for lump-sum payments.—Ed.

Ships Lost

SIR: In ALL HANDS, December 1945, you have the destroyer USS *Mannert L. Abele* listed as sunk "Air, SW of Midway, 12 Apr '45." The cause of loss and the date are



USS *Mannert L. Abele* (DD 733)

correct, but as a survivor, I'm pretty positive that the *Abele* was sunk northwest of Okinawa.—U. B. E., ex-USNR.

• Corrected coordinates being published in Fleet Admiral Ernest J. King's revised final report as CNO give the *Abele* as sinking at 27 25 N 126 59 E, which is northwest of Okinawa.—Ed.

SIR: In ALL HANDS, December 1945, under the title "U. S. Naval Vessels Lost During the War," the auxiliary rescue tug USS *ATR-15*, is listed as lost due to grounding off LeHavre, 19 June 1944.

By the article's wording one is led to believe the *ATR-15* was in fact lost as indicated. However, due to the superlative seamanship of her CO and crew, she remained afloat and was rescued with all hands safely aboard unscratched, by the USS *ATR-4*.

Having been in command of the latter ship, I was an eyewitness to the merciless pounding taken by the *ATR-15* as the heavy seas of a NE gale crashed her over

the reef off Courselles, France. On her beam ends at times, and with her masts shaking like willow switches, she took more of it than would be believed possible for any vessel to stand. Her skipper and men, by stripping ship of weight topside, got her back on even keel and let go both forward anchors and two kedge anchors aft, thus holding her from beaching and broaching. In the high running sea and breakers she lay for several hours, until the ATR-4 was enabled by a rising tide to round the reef and pass a hawser to her. Slipping all anchors, she came off and out into deep water and worse troubles.

Due to the way she was lying, it was possible only to tow her stern first. The gale made a change of towing from stern to bow impossible, so with seas combing her stern, her crew bailed all night with buckets. With her engine and boilers half under water, she had no power. Between air raids, words of encouragement were the only further assistance possible.

During the next day and accompanying fresh to whole gale, the British salvage ship *Sea Salvor* gave further moral support by standing off Gold Area to take the 15's men off if necessary. Late that afternoon, having cheated the elements, the ATR-15 was nested between the ATR-4 and *Sea Salvor* in Arrowmanches (Mulberry B) Harbor where she was pumped for 12 hours.

On June 23, the pumping completed, she was towed by the ATR-4 to Portsmouth, England and placed in drydock. She left for the U. S. about 11 Dec 1944, was decommissioned in August 1945 and the hull and remaining parts not used in the construction of the ATR-67 were towed by the writer on the USS ATR-8 to the reserve fleet berthing area, Jones Point, November 1945.

I cannot fairly agree—after the 24 hours of bailing by hand while being towed in a gale, in mined waters, amid air attacks and without food—that the men of the ATR-15 lost their ship.—J. S. B. 3rd, Lt., USNR.

• The Navy's loss of the services of ATR-15 on 12 Apr 1945 and J. S. B.'s dramatic account of her rescue are borne out by a footnote which did not appear in ALL HANDS' listing of ship losses but was appended in the final version of Fleet Admiral King's report. The footnote: "In the above list the dates are those of the effective loss; that is, the date of the attack or damage which resulted in loss, rather than that of sinking."

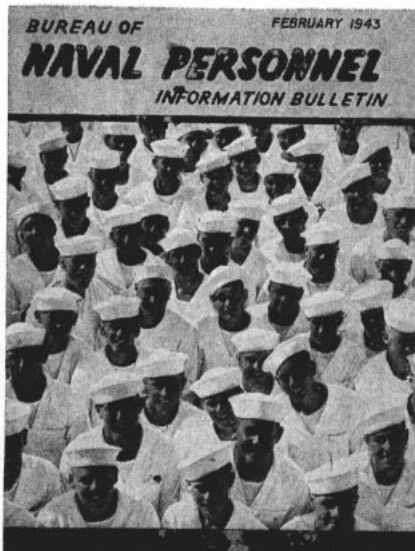
ALL HANDS' eagle-eyed readers apparently have caught all errors in the list published in December. It should be added that the effective loss dates shown for submarines in most cases are the dates on which they left port on missions from which they never reported. Tragically, no letters will be received from crew members to make this point.—ED.

Sorry, No Private Replies

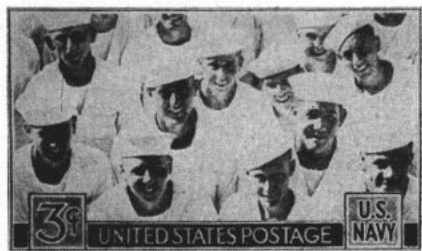
To spare disappointment to the growing number of officers and men who write to this department asking for direct answers to their questions, ALL HANDS must emphasize the policy stated in type under the Letters to the Editor heading: We can make no private replies. The volume is far too great for a limited staff to handle even if Navy Regulations permitted it.

We want you to keep writing, because your problem may be one which concerns many others. From the letters received each month a number are selected for printing here because they are representative and of general interest; the entire mail helps to determine the material to be covered comprehensively in articles elsewhere in the magazine.

But please don't request a personal answer to your individual problem. If you have a personal matter that requires an answer from BuPers, you may always submit an official letter for official action.—ED.



ALL HANDS cover photograph above was basis for special Navy postage stamp below.



Faces on the Postage Stamp

SIR: On p. 46 of ALL HANDS for November 1945 I noted the new stamp honoring the Navy. I was very surprised to find the men on the stamp are the very same ones I went through boot training with in Co. 69, at San Diego, Calif. in September 1940.

I believe that I am in the lower left hand corner. Due to excessive shadow, I believe the engraver guessed my features. Is there any chance that I could send him a picture of myself and get my face lifted?—P. B. N., SM2c, USN.

SIR: I find that some of the men pictured on the stamp resemble men I trained with in boot camp at Great Lakes in May, June and July of 1944. Could you tell me where the picture was taken and who the men are?—R. J. E., Y3c.

• The Post Office Department says at least 50 persons have identified themselves in the stamp (on which 11 complete faces show). As a matter of fact, the law requires that no living persons be depicted on postage stamps. With a photograph (first used on the cover of ALL HANDS—then the BuPers Information Bulletin—in February 1943) as a model (see above), the engravers purposely changed the features of all faces so every man in the Navy might feel that he can see something of himself in the U. S. Navy stamp.—ED.

Yeomen's Future

SIR: I see by the article, "Cashing in on Navy Skill," in ALL HANDS for September 1945 (p. 16), that there are some 99 related civilian occupations in which an EM1c can be placed.

I'm a Y2c, with 34 months service, and would like information regarding all related civilian occupations that have to do with this rigorous rate. I want to make sure I don't find myself in a job that has anything to do with paper work, when I put on my civvies again.—R. G., Y2c.

• The Rating Description you will get when separated will list 25 civilian occupations your service experience qualifies you for. With its help, you should be able to avoid safely any traps set for ex-Navy yeomen.—ED.

Promotions and Leave

SIR: I would like to make two suggestions to benefit enlisted men:

(1) Men in essential rates with discharge point scores higher than other enlisted men be given spot promotions similar to those offered to officers who stay six months past their release dates.

(2) Number of days leave due but not taken be recorded in service records at time of discharge, in case Congress later provides terminal leave for enlisted men such as officers now receive.—M. K., Y3c, USNR.

• (1) An AlStaCon dated 5 Jan 1946 (see p. 69), providing advancement for enlisted Waves who agree to stay until 1 Sept 1946, states that such advancement cannot be offered male enlisted personnel because of the effect such a policy would have on the postwar rating structure.

(2) A number of bills have been introduced in Congress to provide terminal leave to enlisted men; none has passed to date. BuPers says permanent records already give enough information for figuring any terminal leave which might be awarded enlisted men in the future.—ED.

Officer's Uniform Gratuity

SIR: When I was commissioned in the Naval Reserve in February 1944, I received my wartime uniform gratuity of \$150. I was sent to sea shortly after, and never got around to inquiring about the \$100 regular gratuity due after obtaining my uniform. (1) Is it too late to do anything about it? (2) If not, what steps should I take?—K. S. L., Lt.(jg), USNR.

• (1) It is not too late. (2) The application, usually handled routinely when an officer reports to his first duty station, may be submitted any time on SandA Form 445A, obtainable at any ship or station.—ED.

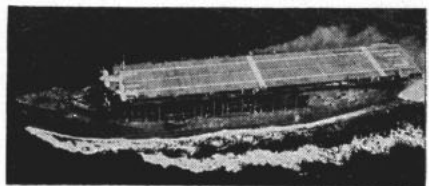
Carrier Islands

SIR: (1) Why is the island on an aircraft carrier always placed on the starboard side? (2) Which country is given credit for having the first carrier?—L. L. J., Cadet 4c, USCGA.

• (1) BuShips experts say aviation customs, influenced by the fact that engine torque tends to turn planes to the left are responsible for starboard placement of carrier islands. Traffic patterns for aircraft normally are set up for lefthand turns in rendezvous, approaching and taking off airports, and so forth. Consequently, landing signal officers are stationed on the port quarter of the flight deck and pilots approach carriers in a short left turn keeping the landing signal officer in view over the port bow of the plane. If planes are waved off, the sudden surge of power from their engines pulls them away from the island structures and the air turbulence surrounding them.

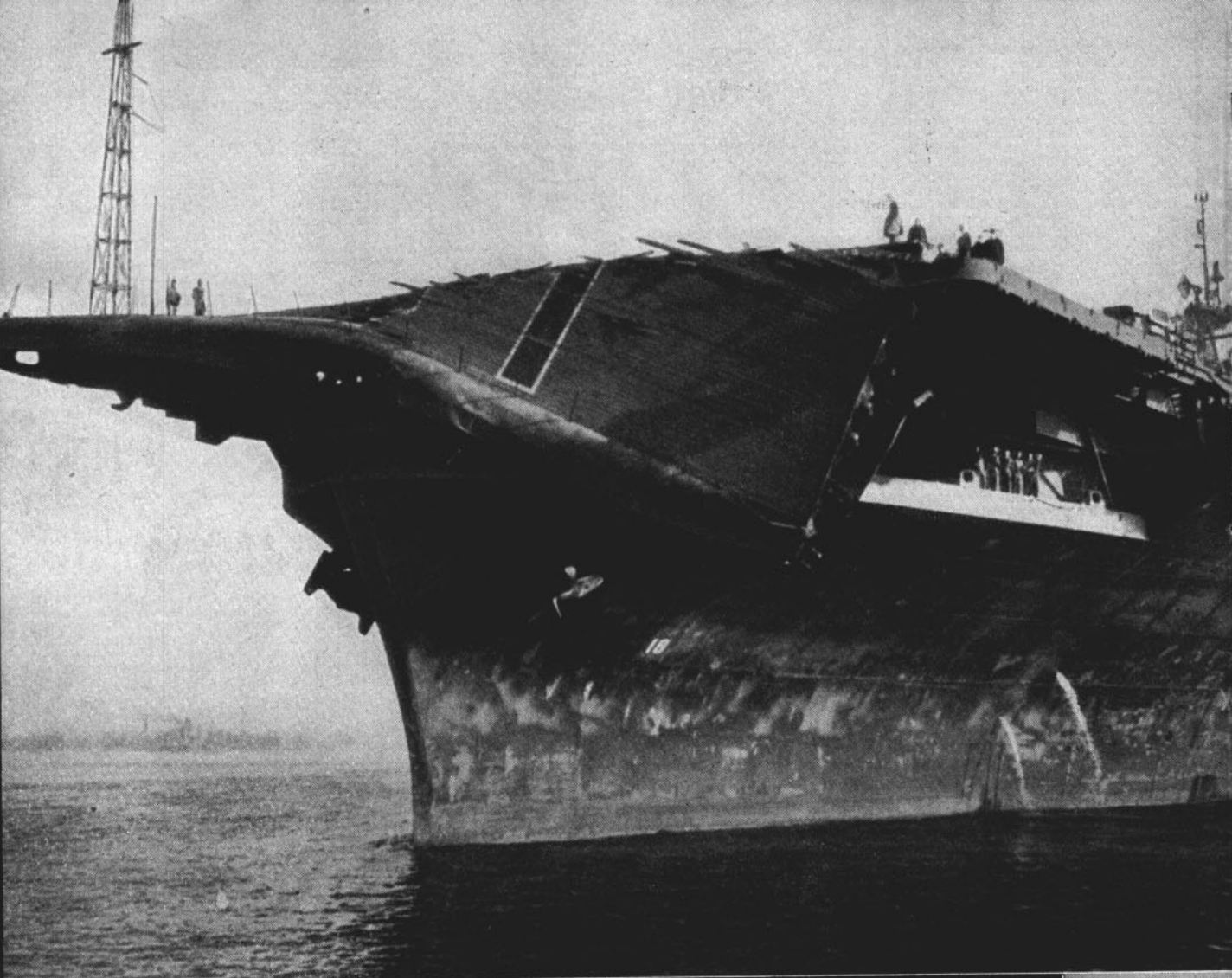
(2) The first carrier was the HMS Argus, which was begun in a British shipyard as an Italian liner. In 1916 she was taken over by the British and converted into an aircraft carrier. The Argus was built without an island.

During World War II, the U. S. built three carriers without islands. The USS Long

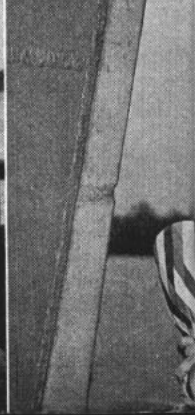
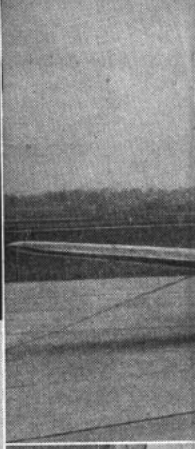
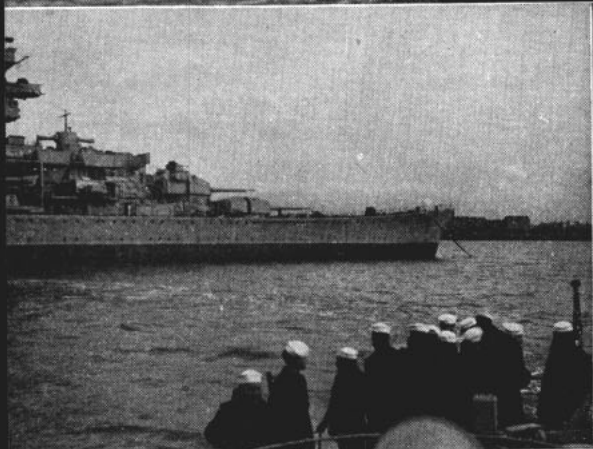


USS Long Island (CVE 1)

Island (CVE-1) was the first (see above) and was converted from a merchant ship. Although she had no island, the vessel was combed from the pilot house which was placed under the forward edge of the flight deck, with walkways extending to both port and starboard to the outside of the ship. The other two "islandless" ships were built for the British under lend-lease. Since their construction, islands have been added to all three.—ED.



DAMAGED by heavy Atlantic seas, Wasp arrives home with load of veterans. Left: Prinz Eugen, pride of German navy is turned over to a U. S. naval prize crew at Wilhelmshaven. Right: FD-1 Phantom is first Navy carrier fighter exclusively jet powered. Lower left: U. S. men train Chinese to operate newly bought vessels. Lower right: Riggi Basilone christens DD honoring husband who won Congressional Medal of Honor. Below: Jap sweep helps clear western Pacific.



THE MONTH'S NEWS

BIG TASK FORCE TO TEST EFFECT OF ATOM BOMB vs. NAVAL UNITS

PERIOD 21 DECEMBER THROUGH 20 JANUARY

Blandy Reveals Plans

The first peacetime test of the most formidable weapon known to man—the atomic bomb—will be held early in May in the vicinity of a tiny atoll in the Marshall Islands. The experiment, a joint Army-Navy undertaking, will be conducted at Bikini Atoll, where a giant task force of scores of ships, including American, Japanese, and German combat vessels, will be moored to serve as a target. For many, and perhaps all, of these ships, the atomic bomb test will be the last job of work on this earth. Vice Admiral W. H. P. Blandy, USN, Deputy Chief of Naval Operations for Special Weapons, is in overall charge of the experiment.

Approximately 50 large ships, including battleship, aircraft carrier and cruiser types, and about 50 other craft will make up the target task force. Among the major foreign vessels to be included will be the Japanese battleship *Nagato*, the Japanese light cruiser *Sakawa* and the German heavy cruiser *Prinz Eugen*.

U. S. warships in the target fleet will include the aged battleships, *Arkansas*, *Nevada* and *Pennsylvania*; the carriers, *Saratoga* and *Independence*; the heavy cruisers, *Pensacola* and *Salt Lake City*; the destroyers *Mayrant*, *Trippe*, *Stack*, *Rhind*, *Bagley*, *Helm*, *Ralph Talbot*, *Mugford*, *Lamson*, *Flusser*, *Conyngham*, *Smith*, *Anderson*, *Mustin*, *Wainwright* and *Hughes*, and the submarines, *Skipjack*, *Tuna*, *Parche*, *Dentuda*, *Sea Raven* and three others. Auxiliary types and landing craft comprise the remainder of the 100-ship target fleet.

A B-29, flying more than five miles high, will drop the bomb, described as of the Nagasaki type. Other B-29s and B-17s, outfitted as flying laboratories, will make observations of the test. Drones—unmanned, radio-con-

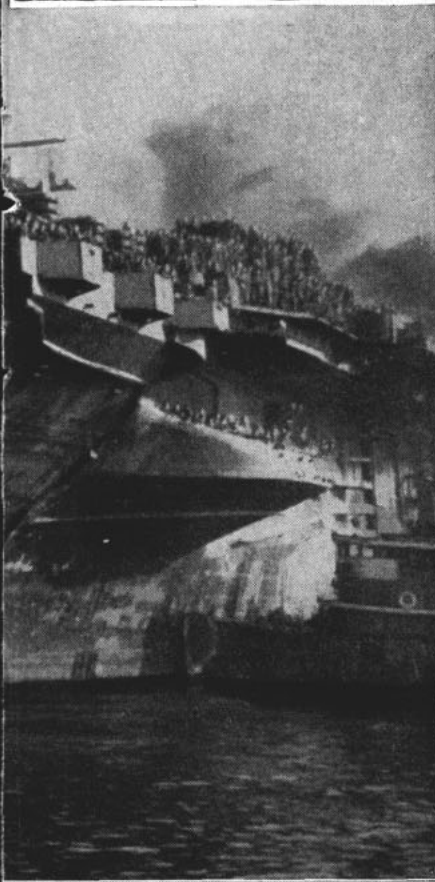
trolled aircraft—will be used to obtain closeup recordings of radio-activity and to learn the effect of the bomb burst on military aircraft. Automatic cameras will provide a photographic record.

The target fleet, with no humans aboard, will be anchored in lagoon waters ranging from 66 to 120 feet in depth. Shallow waters of the lagoons were chosen to make possible a "post-mortem" by divers.

The May test—code name "Crossroads"—will be the first of three, Admiral Blandy revealed, and will be an explosion in the air as at Hiroshima and Nagasaki. About 1 July 1946, ships which survive the first experiment will be subjected to an attack in which the effects of a burst at the surface of the water will be tested. Later, some time during 1947, naval targets will be submitted to a deep-water burst in the open ocean. Dr. J. R. Oppenheimer, former director of the Los Alamos, N. M., atomic bomb laboratory, is authority for the statement the bomb will do greater damage under water than in surface explosions.

In the first test, the USS *Mt. McKinley*, an amphibious force flagship, will serve as headquarters ship for Admiral Blandy and a corps of observers, waiting 10 miles from the explosion center until radiologists pronounce the area free from lethal radiation. Bikini Atoll's 161 natives will be evacuated, as will all military personnel on Eniwetok, 235 miles to the eastward. Land base for the operation will be Kwajalein. Twenty-thousand Army and Navy personnel will participate in the operation, it was estimated.

Army and Navy officials have announced the object of the experiment will be to test the atomic bomb against naval vessels, to give Army Air Forces training in handling and detonation of the bomb, and to test the



LAST MARCH

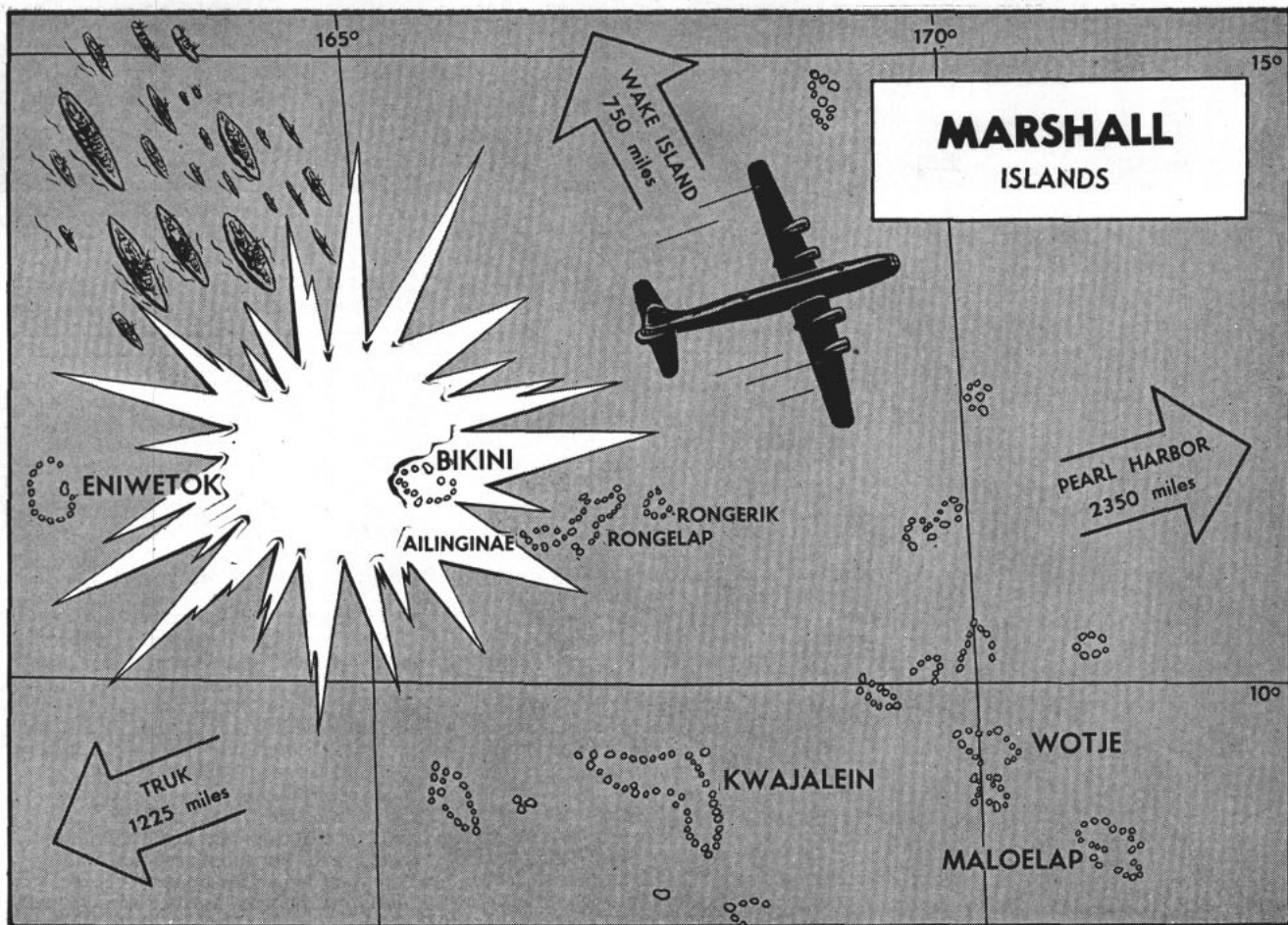


Three Marine divisions finally fought to victory on Iwo. Americans landed on Mindanao and Palawan as Pacific fleet carrier planes struck the Ryukyus and

warned the Japanese of things to come as they hit Kyushu and Tokyo. Yanks poured across the Rhine.

MARCH, 1946

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30



BIKINI ATOLL in the Marshall Islands has been chosen as site of coming atomic bomb tests against naval targets.

effect of the bomb on certain Army ground equipment.

Since one of the purposes of the test is to determine the effects of the bomb on representative ships at various distances, ships will be moored in such fashion that all types will be subject to a graduated effect of the explosion. An attempt will be made to station a ship of each type at what is presumed will be the center of the blast area, with similar stationing to be carried out at assigned distances and directions.

The Joint Chiefs of Staff have set up Task Force 1 to serve as possibly the "most doomed" fleet unit in time. Admiral Blandy has been designated commander of Task Force 1. He will be assisted by a technical staff headed by Rear Admiral W. S. Parsons, USN, his chief assistant. Admiral Parsons' staff will call upon the Manhattan Engineer District, under Maj. Gen. Leslie R. Groves, for production and movement of the bomb to the target area. General Groves' group also will provide a great deal of the technical observation of results. Admiral Blandy further will be assisted by an air deputy Maj. Gen. William E. Kepner, who will have charge of air operations incident to the bombing, and by Maj. Gen. Anthony C. McAuliffe, who

will have charge of Army Air Forces participation. Rear Admiral Frank G. Fahrion, USN, will command the target fleet.

The War and Navy Departments, with the thought that these experiments may determine the fate of sea power, stressed the difficulties which must be overcome before a new view of atomic power can be presented to the world. The joint statement said planning would involve large problems of logistics, including the assembly of many naval vessels, extensive instrumentation for measuring results and assembly of necessary personnel.

Admiral Blandy, who heads what he calls the "Buck Rogers Division," emphasized last month the tests will be a "thoroughly joint effort among the Army, Navy, and civilian scientists," rather than a "contest" between the Army and Navy. The tests will be equivalent to a large amphibious operation, Admiral Blandy said.

During the war it took considerable advance planning for such operations, and it is taking just such effort to plan these tests, Admiral Blandy said.

Islands for Security

The United States will insist that it be sole trustee of former Japanese-

held islands in the Pacific conquered by our forces and considered vital to this country's future security, President Truman said at a White House press conference held while the U. S. delegation to the United Nations General Assembly was attending the first sessions in London.

Outlining the Administration's policy on the issue, the President said that other former enemy islands held by us, but not considered vital to this country, will be placed under United Nations Organization trusteeship.

When a reporter asked if we intended to retain forever the islands we wanted to keep, the President replied they would be kept as long as we needed them. The Chief Executive went on to say that the islands wanted by the United States would be under an individual trusteeship which this country would request from the UNO.

DD Skipper Acquitted. Comdr. Samuel F. Quarles, USN, was "fully acquitted" by a court martial which tried him on charges of "culpable inefficiency" in the loss of the destroyer *Warrington*, the Navy announced last month. The *Warrington* foundered in a hurricane off the East Coast 13 Sept 1944, with a loss of 251 officers and men.

Changes at the Top

President Truman last month nominated Edwin W. Pauley, head of the Far Eastern Reparations Commission, to be Under Secretary of the Navy.

Mr. Truman also accepted the resignation of H. Struve Hensel, Assistant Secretary of the Navy, and nominated W. John Kenney to succeed him. Mr. Kenney, a former Los Angeles lawyer and now general counsel of the Navy, was scheduled to succeed Mr. Hensel when the latter's resignation becomes effective 28 February.

The nominations of Mr. Pauley and Mr. Kenney were subject to Senate confirmation.

The President's action slated Mr. Pauley for the post vacated 31 December by Artemus L. Gates (ALL HANDS, Jan. 1946). A native of Indiana, Mr. Pauley lived in Alabama in his youth, but has been a resident of California for the last 25 years. He has been in the oil business during most of his adult life, rising from the bottom, and was treasurer of the Democratic National Committee from 1942 until last April.

Mr. Hensel asked to be relieved of his duties by 1 March to return to law practice in New York City. President Truman, in accepting his resignation, thanked him for his five years of service to the Navy "which have had such a direct bearing upon the successful conclusion of the war."

In a letter to Mr. Hensel, President Truman said:

"Both the Secretary of the Navy and I appreciate very deeply your contributions, prior to your appointment as Assistant Secretary of the Navy in January 1945, in establishing an efficient central legal office in the Navy Department.

"This office which you organized along the lines of a law firm and staffed with some of the outstanding lawyers of the country, was a vital factor in the excellent procurement



H. Struve Hensel



W. John Kenney



Edwin W. Pauley

NEW FACES soon are to appear in Navy's ranking civilian positions.

record of the department during the war.

"Upon your appointment as Assistant Secretary you undertook the supervision of all Navy procurement . . . You have earned the gratitude of the nation for your excellent performance of duties . . ."

Mr. Hensel came to the Navy Department at Mr. Forrestal's request 6 Jan 1941. Mr. Kenney, his successor, entered government service in 1937 as an official of the Securities and Exchange Commission. He came to the Navy Department in 1941. Mr. Forrestal praised Mr. Kenney's appointment to the new post as "carrying out a policy of recognizing the work of men who have given devoted service to the Navy during the war years."

SecNav to Demobilize. Secretary James Forrestal announced last month that he planned to resign his post some time this year.

"The President knows I want to get out this year," the Secretary said. "I'm no believer in the theory of indispensability of any man." At a December press conference President Truman reported that Mr. Forrestal had been trying to resign ever since his administration went into office, but he hoped the Secretary would continue on the job for some time to come.

Mr. Forrestal, former New York investment banker and Under Secretary, was appointed to succeed the late Frank Knox by the late President Roosevelt in May 1944.

German Sub Crimes

Germany's submarine fleet, soon after the United States entered the war, was directed by Grand Admiral Karl Doenitz on orders of Adolf Hitler to destroy the crews as well as the ships of the Allies, the prosecution charged last month in the war crimes trial at Nuremberg, Germany.

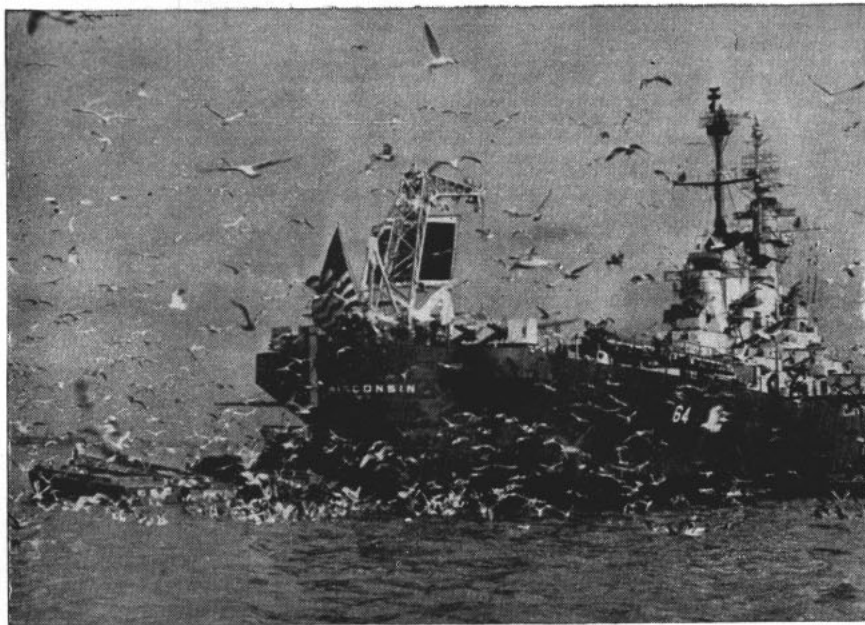
The prosecution produced as a witness a captured German submarine officer who testified he had heard Doenitz advocate killing the crews of Allied merchantmen in an address in the fall of 1942. The officer said that Doenitz told student officers that Hitler had decided on "total war" at sea and that submarine crews were to make no effort to rescue survivors.

A memorandum of Hitler's talk with the Japanese ambassador, Hiroshi Oshima, shortly after Pearl Harbor also was introduced. Hitler described the progress of the war at sea and declared that, although the United States had embarked on a vast ship-building program, trained crews would prove a bottleneck. The memorandum said: "For that reason, even merchant ships would be sunk without warning with the intention of killing as many of the crew as possible."



Photograph from Press Association, Inc.

IF APPEARANCES mean anything, this baby is enjoying his meal with daddy aboard the battleship Missouri in New York harbor. Anyone have a towel?



Photograph from Press Association, Inc.

IN HOPEFUL ANTICIPATION, hungry seagulls hover close aboard the fantail of the battleship Wisconsin, resting at anchor in Los Angeles harbor.

Seek USN Status

THE NAVY'S future seems secure, insofar as the program for transfer of USNR and temporary USN officers to the regular Navy can make it so.

This was disclosed last month when preliminary figures showed the Navy's expectations justified and a healthy flow of applications to be satisfactory both as to quality and quantity.

It was revealed that of the 50,000 officers needed for the projected peacetime Navy, about 23,000 must be procured by transfer of USNRs and temporary USNs to the regulars. Applications have nearly equalled this latter figure.

A breakdown of applications as of 7 January by rank:

RANK	PERCENT
Captain	1.1
Commander	5.6
Lt. Comdr.	12.2
Lieutenant	17.9
Lt. (jg)	25.7
Ensign	21.7
Chief Warrant	8.9
Warrant	6.9

Applications by branch of service:

BRANCH	PER 1,000
Line, general	365
Line, aviation	318
Line, special	46
Medical Corps	14
Supply Corps	41
Chaplain Corps	8
Civil Engineer Corps	15
Dental Corps	11
Hospital Corps*	24
Chief Warrant (all branches)	89
Warrant (all branches)	69

* There is no provision for Hospital Corps officers in the peacetime regular Navy.

This distribution of applicants by rank and branch of service was de-

clared to be generally quite satisfactory to the Navy.

Rear Admiral J. L. Holloway, USN, Assistant Chief of Naval Personnel for Operations, commented, "The transfer program is going forward in a highly gratifying manner. As of 19 January our total of applications received was 20,691. It may be estimated we shall finally have on hand approximately double the number of applications needed to fill the quota.

"It is of course a matter of vital importance that we receive applications from men who not only desire to follow the career of a naval officer but are equipped to do so by ability, experience and other factors which will measure up to the high standards required for the postwar Navy," the admiral continued.

"Here again our progress is satisfactory. A certain percentage of applicants is ineligible because of age, as expected. But we have been intensely interested in those applications which fit into the proper age brackets and have now been processed by the Transfer Unit and sent along to the Selection Board."

Admiral Holloway emphasized "the findings of the Selection Board indicate that the caliber of applicants has been consistently high and that we are in fact procuring a group of officers which will match our most hopeful expectations.

"We now have results from over 5,100 applicants who were required to take an equivalent general background and mental capacity test in lieu of successful completion of two years of college. The vast majority of officers taking the test have passed, and, in general, the average mark of those passing is higher than that of the typical college student who has completed two years of college," Admiral Holloway concluded.

The heavy flow of applications has allayed an earlier fear reservists

might be reluctant to transfer to the regular Navy because they believed they would be on an unequal basis of competition with academy graduates.

As a matter of fact, this fear was proved groundless by the consensus of USNR officers themselves. Answers on an opinion survey last fall indicated only 4.4 per cent of reservists who did not wish to transfer felt the primary reason for their decision was probable discrimination against reserve officers.

Considerably more popular as reasons for wishing to leave the service were personal beliefs regarding home life, expected income, primary interest in other fields, and the like.

The poll was scientifically conducted under controlled conditions by officers trained in opinion sampling, and it probed the minds of 4,502 reservists below the rank of captain, scattered across the world aboard ships and at shore bases. Protected by assurance of anonymity, the USNRs of various ranks, ages, educational levels, classifications and types of duty, representing the entire Reserve establishment, gave candid answers on 41 questions. About 17 questions were designed to stimulate over-all expressions of opinion concerning the Navy and Navy life.

One of the important questions was, "If you do not want to stay in the Navy after the war, or you are undecided, why don't you want to stay in the Navy?" Blanks were left for officers to fill in their first, second, third and fourth most important reasons. The answers varied as to wording but fell readily into these categories:

REASON:	Most Important Reason	2d Most Important Reason	3d Most Important Reason	4th Reason
	Pct.	Pct.	Pct.	Pct.
Lack of permanent home and home life	23.1	17.5	12.6	6.2
Insufficient amount of personal freedom	14.4	16.2	15.1	10.0
Reasons of education, occupation, and specialization	18.4	10.6	5.5	2.4
Unsatisfactory advancement-promotion policy	4.6	7.5	7.6	4.9
Financial prospects in Navy not favorable	7.1	7.1	6.7	3.2
Reasons of rank	5.5	7.3	6.0	4.4
Not qualified, adapted, interested in Navy life	8.3	6.0	4.9	3.6
Relationship between Academy graduates and Reserves	4.4	4.7	5.5	4.8
Social life.....	.5	2.4	3.2	3.3
Miscellaneous.....	8.5	12.0	15.6	12.7
No answers.....	5.2	8.7	17.3	43.5

Fleet Admiral William D. Leahy, USN, will continue at his post as Chief of Staff to President Truman, the White House announced last month. Presidential Press Secretary Charles G. Ross said that a report that Leahy plans to leave his job soon "isn't true," Ross added, "He has no such plans."

New Training Board

Establishment of a permanent training policy board to maintain an adequate state of training in the Navy through coordination and review of naval training facilities and activities was announced last month by the Navy Department.

The new 10-man board, at present headed by Rear Admiral W. S. DeLany, USN, officer-in-charge of the Operational Readiness Section, has been created in the Office of the Chief of Naval Operations. The board's mission is to insure that training is adequate to meet the Navy's personnel requirements, and that the Navy's training program is efficiently operated. It will review requests for operating funds and public works appropriations for the Navy's training establishments, and will inspect these establishments to prevent duplication.

In time of war the 10 permanent members of the board will be joined by an 11th member representing the Coast Guard. In time of peace the Commandant of the Coast Guard will be requested to nominate an officer for consultation on that organization's activities.

New Middy Coach

Taking over the reins as new head football coach at the Naval Academy is Capt. Thomas J. Hamilton, former coach and athletic star of the Middies. He succeeds Comdr. Oscar E. Hagerberg who coached the Navy in 1944 and 1945.

Hamilton coached the Middies in 1934-35-36, and earlier starred at quarterback on the undefeated Navy team of 1926 that battled Army to a memorable 21-21 tie at Chicago. Hamilton's dropkick for extra point in the last quarter tied the score.

Hamilton's latest sea duty has been as commanding officer of the escort carrier *Savo Island*. During the war, he played a leading role installing and successfully operating the Navy's "pre-flight" physical training for naval aviation. In June 1943 he was assigned as air officer of the carrier *Enterprise*, and was later executive officer of the "Big E."

Two newcomers, Columbia and North Carolina, are included on Navy's nine-game football schedule for 1946. These teams replace the two Big Ten elevens, Michigan and Wisconsin, played last year. The Navy will open its season against Villanova and close with Army at Philadelphia. Other opponents will be: Duke, Pennsylvania, Notre Dame, Georgia Tech and Penn State.

The Naval Academy also accepted the resignation of Bob Kelly, former Notre Dame football star, and a reserve back on the Navy's 1945 team. Kelly submitted his resignation shortly before Christmas, saying he intended to enter Cornell, where Ed McKeever, former Notre Dame line coach, is head coach.



Official Coast Guard Photograph

NEW COMMANDANT of Coast Guard, Admiral Joseph F. Farley, is sworn in by Chief Clerk of the Treasury Frank Birgfeld. Harry D. White (center), acting Treasury Secretary, looks on as "sea policemen" get a new skipper.

COAST GUARD BACK IN TREASURY

EFFECTIVE 1 Jan 1946 the Navy Department returned the Coast Guard to the control of the Treasury Department and the following day, the new **C o m m a n d a n t**, Admiral Joseph F. Farley, USCG, was sworn in by Treasury officials.

By executive order of the President, its meritorious wartime service of four years and two months with the Navy, was ended. Its manpower had been multiplied by seven—from 25,000 to 172,000—to handle its wartime duties of complex patrol activities, antisubmarine warfare, convoy protection and amphibious landings.

In line with its return to a peacetime status the Coast Guard had, as of late January, removed its crews from more than 90 vessels of the Navy. These included cargo ships, gasoline tankers, patrol frigates, submarine chasers, patrol craft, gunboats, small tankers, and tugs. Also, many destroyer escorts, landing craft infantry, and landing ships tanks were being unmanned.

Coast Guard patrol activities extended on land and offshore along more than 40,000 miles of U. S. seacoast and inland waterways, plus some of the coasts of Pacific islands and of China. The beach patrol, which captured the trained Nazi saboteurs, also included some 2,000 dogs and 3,000 horses. The Port Security program operated 245 offices in the U. S., Puerto Rico, Virgin Islands, Alaska and Hawaii and, in addition, its explosive details in 20 overseas ports handled more than 14,000,000 tons of explosives on more than 14,000 vessels.

The Coast Guard participated in each of the major invasions of Africa and Europe and in almost every one of the American amphibious landings in the Pacific and made a vital contribution to the movement of men and material both with its own craft and by manning many vessels of the Army and Navy.

In addition to the maintenance of almost 36,000 aids to marine navigation the Coast Guard played a significant role in the research, development, and adaptation of the latest facilities of electronics—radar, loran, radio beacons, and other radio aids to navigation.

The peacetime duties of the Coast Guard fall into the following broad categories: life-saving, maintaining aids to navigation, enforcement of federal laws and regulations, operation of safety-at-sea measures, and general duties in Alaska.

Ten air stations of the Air-Rescue Division have been added to the 189 lifeboat stations around the coastal areas and the Great Lakes. Known as the "policemen of the sea," the Coast Guard is responsible for the peacetime enforcement of some 16 kinds of laws and regulations. It will now discharge the functions formerly exercised by the Bureau of Merchant Marine Inspection of the Department of Commerce, namely, to originate and develop regulations for vessels and to maintain hearing units in the U. S. and abroad for the maintenance of discipline on vessels under the U. S. flag. The International Ice patrol and the Coast Guard weather ships are important components of "safety-at-sea."

'WANTED: ONE BARREL, SIZE 40'

GETTING OUT of the Navy is one thing and being able to buy a decent suit of "civvies" and accessories with which to impress your best girl and your boss is another, as many discharged bluejackets have found to their sorrow.

However, take cheer mates—you won't have to look for a barrel just yet if the Civilian Production Administration has its way. Taking heed of the plight of returning service men during the nationwide clothing shortage, the CPA last month urged retail merchants to reserve their full supply of scarce items like suits, overcoats, shirts and underwear for veterans wherever necessary.

John D. Small, CPA administrator, appealing to merchants to adhere voluntarily to his request, said that many retailers already are giving veterans first choice. While the CPA declaration of policy left the extent of such reservations to the judgment of the individual dealer, it stated: "Where reasonable needs of servicemen cannot otherwise be met, reservations of up to 100 percent of such stocks for veterans is recommended."

With priority help from CPA, manufacturers are expected to produce about 30,000,000 suits this year, three times the 1945 output. The current shortage is a result of allocating practically the entire produc-



"Do try to get time off today to buy some clothes dear."

By special permission from the Saturday Evening Post, © 1945, Curtis Pub. Co.

tion of worsted material used in men's suits and overcoats to the armed forces during an eight month period last year.

In the current quarter of the year the CPA is giving priorities assistance to manufacturers for the output of 3,500,000 suits retailing for \$33 or less.

Navy Jet Fighter

The FD-1 Phantom, first Navy fighter plane powered exclusively by jet engines and designed for carrier operation, now is in production, the Navy Department announced.

Development of the Phantom marks a significant milestone in the history of naval aviation as it opens the field of carrier operation to the all-jet interceptor. The plane already extensively flight tested, has a service ceiling of well over seven miles and is the first Navy fighter to attain speeds in excess of 500 miles per hour. Primarily designed as an interceptor, the FD-1 has an extremely high rate of climb and a range of approximately 1,000 miles.

The Phantom was designed and built by the McDonnell Aircraft Corp., of St. Louis, Mo. Power is supplied by twin axial-flow Westinghouse turbojet engines built into the wing roots. The engines, which are of exclusive American design (see p. 49), contain no long scoops or ducts.

Constructed of light aluminum alloy, polished to glass-like finish, the FD-1 presents only slight resistance to the air. The plexiglass cockpit canopy, set ahead of the engines, resembles an elongated bubble. All rivet heads are set flush and the tricycle landing gear is completely enclosed when retracted. Total weight with full combat load is less than 10,000 pounds.

The Phantom is a single-seat, low-wing monoplane of conventional mono-

coque design and has a wing span of approximately 40 feet. The wings fold electrically, and when rigged for stowage the plane is but 16 feet wide. Rocket devices and auxiliary belly fuel tanks may be dropped in flight.

Despite its high top speed, the new plane has a landing speed comparable to that of conventional carrier-based fighters, and can take a flight-deck "wave off". Armament in the present design of the plane consists of standard fighter armament mounted in the nose. Additional planes for further experimentation and service testing will be delivered shortly.

Clemency for 83 Enlisted

Restoration to duty for 47 of the 50 Negro sailors convicted of mutiny following an explosion at Port Chicago, Calif., in July 1944 was authorized last month by Secretary of the Navy James Forrestal. Similar action has also been taken in the cases of 36 Negro sailors convicted of charges of "rout" growing out of disturbances on Guam in December 1944.

The men were released on probation from the Naval Disciplinary Barracks, Terminal Island, San Pedro, Calif., under a directive of the Secretary providing for the review for clemency of the cases of all Navy prisoners. Under the terms of this directive, any Navy prisoner may apply for clemency which, if granted, will release him to active duty on probation.

Merchantmen Demobilized

Plans to return the American merchant fleet of about 45,000,000 dead-weight tons, on which the country has spent approximately \$18,000,000,000, to private ownership and operation "at the earliest practicable moment," were announced last month by the U. S. Maritime Commission.

The announcement said that termination of American obligations to the United Maritime Authority within the next few months will remove one of the main reasons for government control of routings and sailings. Troop transports, however, will remain under the commission's authority until the large-scale troop movements of demobilization cease.

The responsibility for recruiting officers and crews to man vessels and for transportation of officers and crew members from port to port should be resumed by the operators and unions without the wartime aids which have been furnished by the War Shipping Administration, the commission pointed out.

"Training of seamen will be continued by the federal government on a scale commensurate with the peacetime needs of our Merchant Marine. The efforts of the training program will be devoted principally to retraining and upgrading of men already in the industry," the announcement said.

"The various operational and manning responsibilities assumed by WSA and the Maritime Commission during the war emergency will be returned as rapidly as practicable to the industry, the length of time necessary to accomplish this being limited solely by the ability and inclination of the operators and unions to resume full responsibility."



Acme
RICKSHAW race was the exciting prelude to Army-Navy football game in Shanghai. Here's Navy entrant.

ALL HANDS

Kimmel Defends Record

Hearings before the joint Congressional Committee investigating Pearl Harbor reached a climactic stage last month as Rear Admiral Husband E. Kimmel began his first public defense of his record as Commander in Chief of the Pacific Fleet when the Japanese struck on 7 Dec 1941.

Making a spirited defense of his actions, the admiral charged the Navy Department with:

Depriving him of information which denied him an opportunity of ambushing the enemy task force.

Misleading him by giving him a false impression that he was receiving all vital intelligence.

Stressing constantly the danger of an attack in the Far East, but withholding intercepted Japanese dispatches pointing directly to a surprise raid on Hawaii.

Admiral Kimmel said if Washington had given him all the information it had he would have taken a far different course to meet the threatened attack and this "would have altered the events of 7 Dec 1941. It is my conviction that I would have rejected the Navy Department's suggestion to send the carriers to Wake and Midway. I would have ordered the Saratoga back from the West Coast. I would have gone to sea with the fleet and endeavored to keep it in an intercepting position at sea."

Another who complained last month in a statement released by the Committee that he had failed to get the word on Japanese plans was Maj. Gen. Walter C. Short, top Army commander in Hawaii at the time of the attack.

In more than two months of session, the committee of 10 (two Republicans and three Democrats from each house of Congress), has sifted a mountain of controversial testimony by many men prominent in the Government and in the military.

Evidence last month included the disclosure on 4 January that the late Frank Knox, then Secretary of the Navy, had reported to the late President Roosevelt, after he had made a personal investigation at the scene, that he considered Admiral Kimmel and General Short responsible in that the Japanese raid was a "complete surprise" to them, and that its success was due to a lack of preparedness which Knox said both officers had acknowledged to him. Knox also stated his opinion, however, that Kimmel and Short had no knowledge of "plain intimations" available in Washington that a Jap surprise was impending.

Earlier it had been testified by Admiral Harold R. Stark, then CNO, that 11 specific messages during the last three months before Japs attacked had been dispatched giving the Hawaiian commanders a "distillate" of Washington intelligence, and that he had been told Admiral Kimmel was breaking Japanese secret messages, and therefore had the information, but that this was not the



Photograph from Press Association, Inc.

BRAVING Atlantic storms, this group of Estonians sailed their tiny 37-foot craft, "Erma," across wintry solitude, from Stockholm to Little Creek, Va.

case. Admiral Richmond Kelly Turner, Navy War Plans chief in 1940-42, testified he had believed Admiral Kimmel had facilities for breaking the Japanese code, but that he had been in error.

A further development last month was the resignation of William D. Mitchell as chief of counsel for the committee. He was succeeded by Seth W. Richardson, Washington attorney.

In a side skirmish during the hearing the six Democrats on the committee voted solidly against the proposal of Senator Ferguson (R., Michigan), that Winston Churchill, wartime prime minister of Great Britain, now vacationing in Florida, be asked to testify. The vote was 6 to 2 with only Representative Gearhart (R., California), adding his ballot to that of Ferguson's. Ferguson wanted Churchill to tell of his pre-Pearl Harbor talks with Franklin D. Roosevelt on the Far Eastern crisis.

Fireball Hooks Wire

While the feat was not planned, but an emergency action, another "Navy first" was accomplished successfully when Ens. Jake C. West, USNR, an FR-1 Fireball fighter pilot, made the first jet-propelled landing on an aircraft carrier during qualification tests aboard the USS *Wake Island* off San Diego, Calif.

The Fireball, a Ryan-built Navy fighter plane powered by both a turbojet and a conventional reciprocating engine, normally uses its reciprocating power plant for take off and landing, switching over to the jet as either an exclusive or supplemental propulsive force once it is in the air.

Ens. West's plane experienced an almost complete power failure in the reciprocating engine as he was making his landing approach. Starting the jet engine quickly, he continued

his approach and landed on the *Wake Island's* flight deck. According to all available records, this marked the first such landing.

Vet's Report Cards

Reflecting success with the books, grades of the average veteran back in school under the GI Bill of Rights are equal to and in many instances a little better than those of other students, a survey conducted among American colleges and universities by the Veterans' Administration revealed.

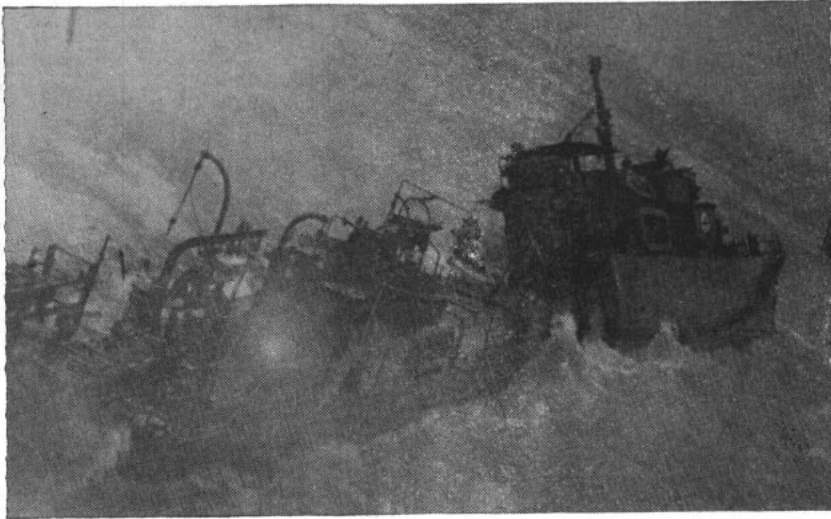
For example, at Hinds Junior College, Raymond, Miss., only 0.8 percent of veterans enrolled had failing grades, compared with a 7 percent failure among other students.

Purdue University, Lafayette, Ind., stated: "Veterans make a much better record because they are more mature. They are determined to do the things they want to do, they have learned to cooperate and they have a very definite goal in mind." At the Emory University School of Dentistry, Atlanta, Ga., veterans in the freshmen class turned in an average of 85.06 as compared with the 84.25 percent average by other students.

Alaskan Oil Search

A \$1,000,000 contract for continuing the exploration of the Naval Petroleum Reserve in Alaska during 1946 has been awarded by the Navy Department as the latest step in a program to determine the territory's oil resources. Exploration of the territory was started by the Seabees in the spring of 1944 at the instigation of the late Frank Knox, then Secretary of the Navy.

The end of the war and the demobilization program made it necessary to continue the work under a civilian contract.



Official U. S. Coast Guard photograph

TRAILS END for this Coast Guard ship came during an Okinawa typhoon.

SAVED FROM THE TYPHOON'S FURY

FROM the early October typhoons that struck Okinawa, devastating the island base, have come many dramatic stories of men against the sea. One of the most thrilling was that recounted by the commander of a Coast Guard patrol craft who, along with his entire crew, was saved from his doomed craft in a hairbreadth rescue at the height of the storm.

Heroes of the rescue were the men of the Navy repair ship, the USS *Mona Island*, who fought to save six officers and 45 men of the Coast Guard vessel, although the intense gales and mountainous waves made operations hazardous.

Arriving in Buckner Bay with 15 men from a destroyer for transfer to the Navy Receiving Unit at Okinawa, the 173-ft. Coast Guard craft No. 590 hurriedly discharged its passengers and headed for shelter in an area known as Baten Ko. Once at the shelter area, the 590 settled down to sweat out the storm, but shortly before noon the anchor chain, taut from the constant strain, broke.

Running with the storm, the 590 zigzagged to avoid other ships dis-

tressed by the typhoon. Finally, the vessel was driven onto a reef, but hung there for only a few minutes before plunging on to another reef a mile away. This time it was grounded fast, stranded with engines and communications dead.

Pounded mercilessly by the gale and the heavy seas, the 590 had just begun to buckle amidships when the *Mona Island*, barely visible because of the storm, loomed ahead. A collision seemed inevitable but the repair ship stopped barely in time with a scant 50 feet to spare.

Rescue operations were begun immediately, although the heavy seas threatened to sweep the men from the decks which were made additionally hazardous by gear crashing crazily about. The breeches buoy was finally cleared and the first man left the distressed Coast Guard patrol craft at 1755.

Two hours and 20 minutes later, the last man, Lt. Comdr. Charles R. Pool, USCGR, skipper of the Coast Guard vessel, started the tortuous trip to the *Mona Island*. Just as he reached the repair ship, the 590 split and sank.

The College Problem

In sharp contrast to the larger and better known colleges and universities which are turning away qualified veterans, the smaller liberal arts institutions still have room for about 250,000 former service men, educators reported to the Association of American Colleges conference.

While opportunities exist in the smaller institutions for single veterans the outlook for married former service men presents a different picture. Heads of many schools said that, unless the Federal Government helped them obtain buildings, the married men could not be accommodated.

"Veterans are not applying at a great rate at small liberal arts colleges," Dr. Harry S. De Vore, president of Central College in Missouri, said. "They are going to the State universities and colleges such as Harvard and Yale. I have a dormitory on my campus that is half-empty. The smaller colleges could absorb 250,000 veterans immediately without overcrowding."

With educators estimating that about 750,000 veterans are expected to enter American colleges and universities when the September term opens, the length of time the present vacancies would exist remained problematical.

Yamamoto's 'Boast'

The late Japanese Admiral Yamamoto did not make the boast attributed to him that he would dictate peace in the White House, but instead said quite the opposite thing, Fleet Admiral Chester W. Nimitz, USN, revealed last month in an address before the annual meeting of the Associated Press Managing Editors Association at Miami, Fla. (See p. 14).

Citing the value of a free press, Admiral Nimitz said: "The governments that inflicted rigorous censorship of opinion were destroyed. Let me give you an illustration if you need one. You all remember Admiral Yamamoto, who lost his life because the Navy cracked the Japanese code that told where the admiral would be on a certain fatal minute of a certain day. Admiral Yamamoto was reputed to have bragged that he would dictate peace in the White House. We believed that he made that boast. More importantly, the Japanese people believed he made that boast. But since the end of the war we have learned, from Japanese sources, that Yamamoto never said anything of the kind. In fact, he had such a healthy respect for the United States that he said quite the opposite.

"But a militaristic Japanese government employed a prostituted Japanese press to twist Yamamoto's true assertion into an opposite meaning. The people generally knew that the Japanese Navy opposed the war, and so it was important to the militarists to make it appear that the leading admiral was cocksure of beating the United States.

"Here is what Admiral Yamamoto really said, from the records of the Japanese Navy Department lately fallen into our hands:

"Should hostilities break out between Japan and the United States it will not be enough that we take the Philippines or Guam, nor even Hawaii and San Francisco. To make victory certain we will have to march into Washington and dictate the terms of peace in the White House. And I wonder if our politicians among whom armchair arguments about the war are being glibly bandied about in the name of state politics, have confidence in the final outcome and are prepared to make the necessary sacrifice."

"Now, what happened was this: One sentence was removed from the context by the military propagandists, and widely published. It is easier to do in the original Japanese. I have in Washington the testimony of one Shuichi Mizota of the Japanese naval secretariat, who said:

"Clearly this letter was intended to be nothing less than a sound rebuke to the so-called political leaders. The admiral was simply pointing out to some of the sword-rattlers that it was by no means as simple a matter as they seemed to think, nor so lightly to be undertaken."

"But General Tojo was in the saddle. Japan was committed to war and, of course, Yamamoto went loyally and patriotically along and did his best."

Lost and Not Found

A comprehensive search among the Pacific islands, begun shortly after V-J day, for missing naval personnel is drawing to a close.

The search, ordered by the Chief of Naval Operations, had a dual purpose. In addition to trying to locate missing personnel the searchers were ordered by the War Crimes Commission to discover, if possible, any evidence of atrocities committed by the Japanese.

Several hundred islands have been combed, in such groups as the Marianas, Carolines, Palaus, Bonins, Volcano, Ellice, Union, New Caledonia, Solomons, Espiritu Santo, Fiji and the Ryukyus.

To date the search has turned up few results and it is apparent the majority of men now listed as missing will be found to have lost their lives.

Searchers have uncovered the grave of the pilot and the wreckage of a Navy PBV on Tori Shima in the Ryukyus and in the Carolines natives showed searchers a common grave which they said contained the bodies of a crew of a B-24. Japanese were reported to have removed all identification prior to burial, and for that reason the bodies were not identified.

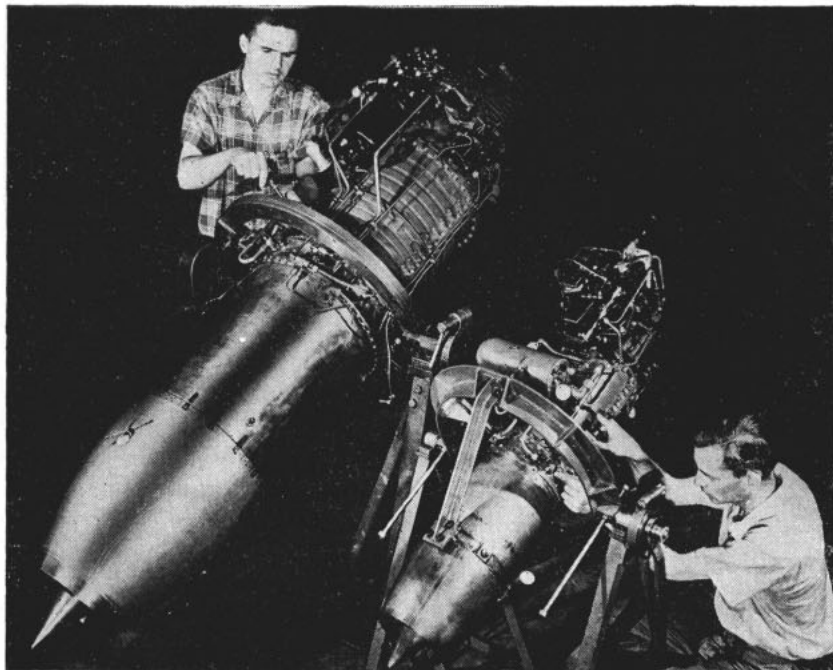
New Maritime Skipper

Admitting that he was "war-weary," Vice Admiral Emory S. Land, USN (Ret), resigned last month as chairman of the U. S. Maritime Commission. The admiral in his letter of resignation also said that, after serving 39 years in the Navy and nearly nine with the commission, he felt that "(a) I have done my bit; (b) new blood is desirable; (c) a younger man should take on the chores; (d) most of the major jobs, particularly war jobs, are practically finished—others are in hand insofar as practicable."

President Truman praised Admiral Land for the "colossal" undertaking in which he directed the greatest ship-building program in maritime history.

Named by President Truman to succeed Admiral Land was Rear Admiral Earl W. Mills, USN, who has been assistant chief of the Bureau of Ships since 1 Nov 1942. Admiral Mills' nomination was sent to the Senate when Congress reconvened last month. Charles G. Ross, White House press secretary, said that Admiral Mills also would be nominated for promotion to the rank of vice admiral and that legislation permitting him to retain his active duty status in the Navy would be asked.

Admiral Mills, 49, graduated from the Naval Academy in June 1917 and as a junior officer served aboard the battleship *Minnesota* and the destroyers *Henley*, *Hazelwood* and *Hogan*. Later he served at the Puget Sound, Wash., Navy Yard and then, in 1933, went to the design and construction division of the Bureau of Engineering (now BuShips). He served a hitch at sea, returned to the Bureau of Engineering, and then in 1940 was named assistant attache at the American Embassy in London. A short time later he returned for duty in Washington.



Official U. S. Navy Photograph

SUPER PROPULSIVE PUNCH is packed by new lightweight jet aircraft engines, 'Yankee' (left) and 'baby jet,' being manufactured for Navy.

NEW JET ENGINES LITTLE GIANTS

DEVELOPED to meet the need for faster combat aircraft, the lightest jet aircraft engines in the world for their power and size are being built for the Navy by Westinghouse Electric Corporation. The engines pack the propulsive punch of piston engines nearly four times their weight and are capable of producing plane speeds beyond the reach of engine-propeller combinations.

The jet engines include the "Yankee", which is 19 in. in diameter, and the "baby jet," measuring only 9½ in. across, which was developed for use in pilotless aircraft. They are the first jet power-plants of wholly American design to be tested in flight. The engines owe their efficient streamlined shape and light weight to the axial-flow compressor which Westinghouse's aviation gas turbine division has incorporated for the first time into a United States designed and tested engine.

In the axial-flow compressor, the four basic elements—the air compressor, the combustion chamber, the turbine to supply power for the compressor, and the jet nozzle—are arranged in a line, one behind the other. The small diameter of the axial-flow engine makes it particularly suited to high speeds at which it develops an extremely large amount of power. Because of its small frontal area and correspondingly low air resistance, it lends itself to a "cleaner" more streamlined over-all aircraft design.

The "Yankee" has a weight of less than half a pound per pound of thrust, or less than half the weight

of piston engines. Its total diameter of 19 inches is likewise half that of an "up and down" engine of comparable horsepower.

In the operation of the "Yankee" the air enters the circular throat of the unit at 300 miles per hour and is increased to 600 miles per hour as it enters the compressor, being stepped up by a spoke-like arrangement of airfoil-shaped blades. The compressor itself is an aluminum rotor a foot long, equipped with nearly 200 blades, set in six rows. Spinning at 300 times per second, the rotor scoops the incoming air back into the combustion chamber at the rate of a million cubic feet, or 50 tons, of air per hour. This air, which is more than 150 times the weight of the engine, is mixed with injected gasoline and ignited.

The heat of this combustion expands the gas to three times its previous volume which in turn triples the speed with which it must seek escape via its only means of exit—through the turbine and jet nozzle to the outer air. The expansion and increase in speed spin the turbine rotor-blades at more than 14 miles per minute at their tips. The greater part of the power produced in the engine from the combustion gases—namely, 3,400 horsepower—is extracted by the turbine to rotate the compressor at its rated 18,000 rotations per minute. Left over as propulsive energy in the jet stream, to carry the aircraft forward, is 1,400 pounds of thrust, which is equivalent to 1,400 horsepower at a flight speed of 375 miles an hour.



Official U. S. Navy photographs

SEPARATEES are instructed in the finer points of car upkeep and buying.

COLLEGE OF CIVILIAN KNOWLEDGE

UTILIZING the prospective sepa-
ratee's spare time to give practical instruction in useful vocations, the "College of Civilian Knowledge" at the U. S. Navy Amphibious Base, Little Creek, Va., eases the transition from sailor to civilian.

Only men going through the separation procedure are eligible for admission to the school where several courses, ranging from a short course in poultry management to useful instruction in the proper art of approaching a prospective employer, are offered. Hours are arranged to fill much of the interminable time spent waiting for records and paper work to be put in order.

The GI Bill of Rights is reviewed completely as well as other benefits which veterans may expect under existing legislation. Men are told how, when, and where they can take advantage of these many opportunities, and question periods following classes give each man the chance to straighten out his own problems.

Troubles facing the new job hunter, and there will be plenty of them, are reviewed in the course, "How to Get a Job." Based on an article, "Dear Sir: About That Job," by James D. Woolf which recently appeared in a weekly magazine. This instruction covers writing of application letters—just what to put down and what is best left unsaid and the course also takes up the matter of a successful approach after the initial appointment has been made with the prospective employer. The men are also given a chance to determine their aptitude for jobs.

High on the popularity list, "Care and Upkeep of Your Car" gives a brief resume of automobile operation and how to keep your car operating. With no thought of developing fully qualified mechanics in a two-hour session, a former automobile repairman does hope to impart enough knowledge to keep his students from being "gypped" by fast talking operators. The lectures are illustrated with a standard auto en-

gine rigged in a frame (see photo).

The new civilians may not become professional poultrymen, but it is fairly certain they will soon be cleaning fowl for their own dining room table. So the poultry course is good review for them, and it also covers enough of the finer points to give men going into the profession a good idea of management operation.

The complete list of courses include: Typing for Beginners; Speed Typing; Poultry Management; Care and Upkeep of Your Car; How to Get a Job; Radio and Television; Engineering; The Dairy Industry; The Draftsman; The Welding Operator; The Sheet Metal Worker; The Machinist and Toolmaker; The Electrician; and The Woodworker.

All courses aim at acquainting the student with the particular trade or occupation. Class discussion and private consultation develop questions of opportunity, gaining employment in the specific field, pay and promotion outlook and similar topics.



APPRENTICE CIVILIANS here learn the technique of dressing poultry.

Shipbuilding Halted

Construction work on 37 ships, consisting of 30 combatant ships, 6 auxiliary vessels and 1 landing ship, was stopped last month.

This action was taken after the Navy Department in conjunction with the Office of War Mobilization and Reconversion and the Bureau of the Budget made a study to determine what Navy budget reductions might be included in the funds cutback bill to be introduced in Congress.

Future naval vessel requirements were restudied and were reduced in every case where the cost of early completion of the vessels could not be justified. It is estimated the Government will save approximately \$140,000,000 by the cancellation order after termination costs have been paid.

(President Truman has proposed Congressional repeal of \$2,826,880,536 in appropriations and contract authorizations for the Navy. Of this amount, \$1,677,260,536 is mainly the result of cutbacks in procurement and shipbuilding, and \$1,149,620,000 represents appropriations not needed in the fiscal year 1946, but which will have to be restored in future years to liquidate contract authorizations. The President also proposed cuts of \$1,420,576,472 for the Army, and \$1,503,971,475 for the civil agencies.)

An earlier reduction in the shipbuilding program was accomplished last August when 56 combatant ships, 39 auxiliary vessels, and 160 district craft and auxiliaries were cancelled, resulting in a total estimated net savings of approximately \$1,200,000,000.

Secretary of the Navy Forrestal, in advising the director of WMR of the present work stoppage order, stated that additional cancellations "can be justified from the standpoint of national defense only on the basis that appropriations will be forthcoming later permitting substitution of replacement vessels of more advanced design than could be achieved in those already under construction."

Types and number of vessels affected by the order are: Light aircraft carrier, 1; escort carriers, 2; heavy cruiser, 1; light cruiser, 1; destroyers, 13; destroyer escorts, 4; submarines, 8; destroyer tenders, 3; barracks ships, 2; salvage vessels, 1; LST, 1. Fifteen ships which have reached a comparatively advanced stage of construction will not be declared surplus but will be accepted by the Government and reserved in a laid-up status for possible future completion, either as originally intended or for experimental purposes: the CVL, 2 CVEs, the CL, 3 DDs, 3 SSS, 2 ADs, 2 APLs and the ARS.

One of the first service wives to join their husbands at an advanced Pacific base, Mrs. Minor C. Alexander was greeted with cheers as she stepped from a NATS plane at Midway Island on Christmas Eve. Mrs. Alexander, wife of a Marine sergeant, made the trip to Honolulu by sea and boarded the plane there.

Flag Promotions

The following nominations to flag rank recently have been confirmed by the Senate:

To be admiral in the U. S. Coast Guard:

Joseph F. Farley, USCG, to serve as Commandant of U. S. Coast Guard for a term of four years.

To be commodore:

Adrian R. Marron, USN, for temporary service while serving as Commander, U. S. Naval Shipyard, Boston.

Robert N. S. Baker, USN, for temporary service while serving as Commander, U. S. Naval Shipyard, Charleston, S. C.

Webster M. Thompson, USN, for temporary service while serving as Commander, U. S. Naval Shipyard, Bremerton, Wash.

Andrew I. McKee, USN, for temporary service while serving as Commander, U. S. Naval Shipyard, Philadelphia.

Lisle F. Small, USN, for temporary service while serving as Commander, U. S. Naval Shipyard, Norfolk.

Joseph W. Fowler, USN, for temporary service while serving as Commander, U. S. Naval Shipyard, Hunters Point, Calif.

George T. Paine, USN, for temporary service while serving as Commander, U. S. Naval Shipyard, Terminal Island, Calif.

To be commodores in the United States Coast Guard:

Louis L. Bennett, USCG, for temporary service while serving as commanding officer of Coast Guard Training Station, Groton, Conn.

Joseph E. Stika, USCG, for temporary service while serving as commanding officer of the Coast Guard Group, Alameda, Calif.

The following nomination was reported on favorably by the Senate Naval Affairs Committee:

To be vice admiral:

Earle W. Mills, USN, for temporary service.

The following officers were designated by the President for the commands listed, with the rank of admiral: Charles M. Cooke Jr., USN, as Com7th-Fleet.

Marc A. Mitscher, USN, as Com8thFleet.

The following officers were designated by the President for the com-



Official U. S. Navy photograph

IT'S CURTAINS for Kamikazes as American tanks destroy these Jap planes.

mands listed, with the rank of vice admiral:

Gerald F. Bogan, USN, as ComAirLant.

Robert M. Griffin, USN, as Commander, Naval Activities, Japan.

Howard F. Kingman, USN, as Com3d-Fleet.

Alfred E. Montgomery, USN, as ComAir-Pac.

Oscar C. Badger, USN, as ComServPac.

John L. Hall Jr., USN, as ComPhibPac.

Thomas L. Gatch, USN, as ComServLant.

Walter S. Delany, USN, as ComBatCru-Pac.

William M. Fechteler, USN, as ComBat-CruLant.

The following ad interim appointments were recently made and will remain in effect as long as the present Congress remains in session or in the case of a spot promotion, as long as the individual remains in the position he is promoted to:

To be admiral:

John H. Towers, USN, reappointed for temporary service.

Dewitt C. Ramsey, USN, for temporary service.

To be vice admiral:

Arthur W. Radford, USN, for temporary service.

Forrest P. Sherman, USN, for temporary service.

To be rear admiral:

Lawrence B. Richardson, USN, reappointed for temporary service.

Clinton E. Briane Jr., USN, while serving as deputy to Chief of Material Division, Office of Assistant SecNav.

William S. Parsons, USN, while serving as Assistant Chief of Naval Operations (Special Weapons).

Leland P. Lovette, USN, while serving as Chief of the U. S. Naval Mission to Brazil.

Earl E. Stone, USN, while serving as Chief of Naval Communications, CNO.

Joel T. Boone, (MC) USN, for temporary service.

Fredric L. Conklin, (MC) USN, for temporary service.

John P. Owen, (MC) USN, for temporary service.

Thomas C. Anderson, (MC) USN, for temporary service.

Archie A. Antrim, (SC) USN, for temporary service.

Charles W. Fox, (SC) USN, for temporary service.

Rico Botta, USN, for temporary service.

Leslie C. Stevens, USN, for temporary service.

To be commodore:

Benjamin V. McConlich, USN, while serving as chief of staff to ComNavNaw

Charlton E. Battle Jr., USN, while serving as ComNOB Guantanamo Bay, Cuba.

Paul S. Theiss, USN, while serving as CO of USNTS Newport, R. I.

Allen G. Quynn, USN, while serving as chief of staff to ComEastSeaFron.

Cyril T. Simard, USN, while serving as ComFairWing1.

Homer W. Graf, USN, while serving as supervisor of New York harbor, N. Y.

Morton D. Willcutts, (MC) USN, while serving on staff (medical) of CincPac.

George Van Deus, USN, while serving as a CTG in Fifth Fleet.

Richard W. Bates, USN, while serving as chief of staff to ComPhilSeaFron.

Myron W. Hutchinson Jr., USN, while serving as chief of staff ComHawSeaFron.

Paul F. Lee, USN, while serving as assistant director of Shore Division, Bu-Ships.

John F. Wegforth, USN, while serving as Commander NAB, 13th ND.

George A. Seitz, USN, while serving as Commander NAB, 1st ND.

Daniel F. Worth Jr., USN, while serving as Deputy ComMarianas and chief of staff and aide to ComMarianas.

Walton W. Smith, USN, while serving as ComCarDiv19.

Charles J. Rend, USN, while serving as Deputy Chief of Naval Intelligence.

Thomas G. Peyton, USN, while serving as ComNOB, Guam.

Charles R. Jeffs, USN, while serving as CO of U. S. Naval Advance Base, Weser River, Germany.

Henry P. Needham, (CEC) USN, while serving on staff of ComServPac.

Wilbur E. Kellum, (MC) USN, while serving as Medical Officer, Fifth Fleet.

Lyman S. Perry, USN (Ret), while serving as ComNavTra and DistCen, Camp Peary, Williamsburg, Va.

The "Big E," immortal carrier, whose latest duty has been shuttling troops home from the European theater will, when released by CinLant, be placed in caretaker status without inactivation at Bayonne, N. J., pending decision as to its permanent berth as a memorial, CNO has directed.

President Truman previously had approved Secretary Forrestal's proposal that the *Enterprise* be saved from the scrap heap and preserved for posterity. (ALL HANDS, December 1945, p. 42).



Photograph from Press Association, Inc.

FLEET ADMIRAL William F. Halsey kisses Myrna Loy after her marriage to Commodore Gene Markey, USNR.

Liberalized Justice

The Navy announced plans last month for a Court Martial Review Board to review immediately the sentences of approximately 15,000 Navy, Marine Corps and Coast Guard personnel now serving in confinement. It is estimated the Navy's prison population will be reduced to 4,000 by 1 September.

The new review board, a step toward further liberalization of Navy justice, will not conflict with the functions of the Naval Clemency and Prison Inspection Board, which acts principally on the basis of a prisoner's prior record, his behavior while in confinement and the recommendations of the local clemency board at the place of confinement.

As a result of the work of the Naval Clemency and Prison Inspection Board, 38,270 personnel sentenced to confinement have been restored to duty. This represents more than 82 percent of all cases reviewed. Six thousand prisoners have been restored to duty since the termination of hostilities.

Personnel granted discharges from prison under clemency procedures serve a probationary period of duty outside the United States, relieving men eligible for demobilization. At the end of the probationary period, they are awarded a discharge under honorable conditions provided their conduct during probation justifies it.

The Navy also will seek legislation to give an additional review to all General Courts Martial discharges and dismissals since the start of the war. These are not now subject to review after they have been executed. If such legislation is enacted, the Secretary of the Navy will have the authority to change, upon recommendation of the Board of Review of Discharges and Dismissals, a dishonorable or bad conduct discharge previously awarded even though the recipient no longer is in service.

SecNav planned to conduct a group of representative civilians through the naval establishment to acquaint the public further with progressive measures which the Navy has undertaken during the past three years in the administration of justice. These measures include:

- A special civilian-naval board, headed by Arthur A. Ballentine, New York attorney, which was working last month on a final report on desirable changes in the "Articles for the Government of the Navy" and the Navy's court martial procedures and practices. This board has studied, among other things, the Navy's entire legal organization. Justice Matthew F. McGuire of the Federal District Court for the District of Columbia, Professor Noel T. Dowling of the Columbia University School of Law, and Navy and Marine Corps officers have served on this board with Mr. Ballentine.

- A School of Naval Justice, which was established at Port Hueneme, Calif., to indoctrinate Navy, Marine Corps and Coast Guard officers in the theory and practice of court martial procedures. SecNav has directed that all ships and stations assign officers to be trained at the school. Through this system of legal education, augmented by postgraduate instruction and correspondence courses, it is expected officers throughout the Fleet will be better qualified to perform duties in connection with courts martial and the administration of justice. Courses at the school include practical training in the duties of a court member, recorder and defense counsel, besides instruction in the fundamentals of naval law. A text, entitled "Naval Justice," was scheduled for distribution to all ships and stations.

- A Corrective Services Division, which was set up under BuPers in March 1944 to modernize the naval prison system, and emphasize return to useful service of personnel in confinement. Persons experienced in correctional work were brought into the Navy from civilian life to administer the Navy's new program, which stressed constructive work and education. Retraining whereby tractable offenders could be restored to duty.

Mr. Ballentine made a study in 1943 which served as a basis for numerous reforms in the Navy's system of administering justice. Justice McGuire undertook his study of the "Articles for the Government of the Navy" and the Navy's legal organization last summer. Justice Alexander Holtzoff, also of the Federal District Court for the District of Columbia, assisted him.

Ground Rules for Seagoing Softball

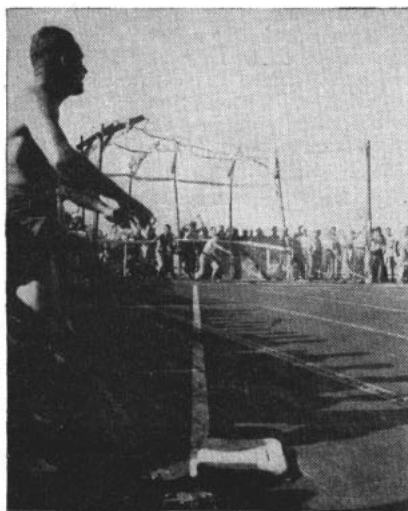
A PITCHER who can't keep the ball down and is likely to heave one higher than a kite once in a while is of no earthly use to a softball team playing on the diamond on the deck of the carrier USS *Hancock*.

Why? Well, one of the special ground rules in effect on the *Hancock* diamond provides that a wild pitch over the backstop gives the batter a home run, and, further, the pitcher is out of the game automatically.

Other ingenious rules governing play on the seagoing ball field include:

- A fair ball into the water is a home run.
- A foul ball into the water puts the batter out.
- A fly ball striking the island and rebounding into the field is good for as many bases as the batter can make.
- A hit staying up in the island structure goes for two bases.
- Runners may advance one base on an overthrow at first or third.

Seagoing softball presents the problem of keeping down the loss of balls. This is met by softening new balls with the press in the torpedo work shop, by placing the net backstop well forward to prevent foul balls from going off the deck, and by stretching a net from the port barrel of 5-in. mount No. 1 aft to the island structure and about four feet above the top of the mount. With these precautions a regulation game can be



LOOKING DOWN first baseline on flattop diamond. Hit just made was a homerun with the bases loaded.

played with the loss of only five or six balls.

The *Hancock* diamond was first laid out last September and has been the scene of much good sport. The distance between bases is five feet less than the regulation 60 feet but the pitcher's box is regulation distance—43 feet—from home plate.

Navy Aids Housing

Giving support to the nation's re-conversion efforts, the Navy has issued three recent directives making surplus property available for civilian uses, reducing to a rigid minimum naval construction which might compete for building materials and equipment with veterans' housing, and examining naval installations which may be converted immediately in whole or in part to housing for veterans.

In AlStaCon dated 21 Dec 1945, the Navy's two-fold surplus property disposal policy is stated as providing:

- Declaration of property as surplus immediately and in maximum amounts which the Navy can spare.
- Fullest cooperation with civilian disposal agencies in accurate reports of surpluses, and prompt shipment of items which have been sold.

Alnav 450-45 (NDB, 31 December) directs that only the most urgent maintenance, repair, rehabilitation or new construction work requiring such materials and equipment shall be undertaken.

Following policy statements with action, on 29 Dec 1945 Manhattan Beach Station, Long Island, N. Y., was announced as the first Navy project to be transferred to a local government without cost for conversion to housing for returning veterans and their dependents, as a result of a survey of facilities in continental naval districts and river commands.

DECORATIONS & CITATIONS

For reasons of security, the deed for which a man receives a decoration sometimes cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

SOVIET UNION AWARDS MEDALS TO 190

USN, USCG Personnel Honored for War Aid

THE SOVIET government has awarded medals to 190 officers and men of the U. S. Navy and Coast Guard for outstanding military activities aiding the delivery of transports with military cargo to northern parts of the Soviet Union and for valor and courage displayed in the performance of their duties. Rear Admiral Thomas B. Inglis, USN, Chief of Naval Intelligence, accepted the awards for the recipients during a ceremony at the Soviet Embassy in Washington.

Medals awarded, some posthumously, were Order of the Fatherland War, First Class; Order of the Fatherland War, Second Class; Order of the Red Star; Order of Glory, Third Class; Medal for Bravery; Medal for Merit in Action; Medal of Ushakov; and Medal of Nakhimov (see illustrations below).

Those awarded the medals are:

ORDER OF FATHERLAND WAR, 1ST CLASS

Comdr. Howard Avery, USN, Rancho Sante Fe, Calif.; Lt. Comdr. Roy M. Billings, USNR, Los Angeles, Calif.; Lt. Comdr. Willard Brown, USNR, Maplewood, N. J.; Comdr. John Corbus, USN, Vallejo, Calif.; Comdr. Norman C. Hoffman, USNR, Milton, Mass.; Lt. Comdr.

William A. Carter, USNR, Dagsboro, Del.; Lt. Comdr. Wilbur P. Collins, USNR, Ellisville, Miss.; Ens. Kendall H. Cram, USNR (Deceased), New Orleans, La.; Lt. Comdr. Frederick S. Fink Jr., USNR, Kenton, Ohio; Lt. Comdr. Charles Harris Hutchins, USNR, Terre Haute, Ind.; Comdr. David M. Kellogg, USNR, Seattle, Wash.; Lt. Comdr. Sheldon Kinney, USN, Pasadena, Calif.; Lt. Rudolph H. Kroetz, USNR, Whitefish Bay, Wis.; Lt. Comdr. Albert Maynard, USNR, Atlanta, Ga.; Lt. Comdr. Arthur D. Maddalena Jr., USNR, Westfield, Mass.; Lt. Comdr. Robert B. Ricks, USNR, Gainesville, Fla.; Lt. Comdr. Francis C. Pollard, USCG (Ret), Fairhaven, Mass.; Lt. Comdr. Daniel J. Rooker, USNR, Lansing, Mich.; Comdr. William A. Sessions, USNR, Little Neck Park, N. Y.; Lt. Merrill R. Stone Jr., USNR, Nashville, Tenn.; Lt. Charles M. Ulrich, USNR, Pitman, N. J.; Comdr. Robert H. Wanless, USNR, Chicago,

Ill.; Lt. Brian C. Welch, USNR, Hamburg, N. Y.; Lt. Comdr. Robert Wilcox, USCG, Brooklyn, N. Y.; Lt. Morton E. Wolfson, USNR, Chicago, Ill.

ORDER OF FATHERLAND WAR, 2D CLASS

Lt. Norman O. W. Adams Jr., USNR, Portsmouth, Va.; Lt. Comdr. Robert L. Baughan, USN, Columbus, Ohio; Lt. Comdr. Jules R. Bloch Jr., USNR, Oklahoma City, Okla.; Lt. Comdr. Philip B. Brown, USNR, Dillon, S. C.; Comdr. John H. Church Jr., USNR, Philadelphia, Pa.; Lt. Walter R. Daley, USNR, Jamaica Plains, Mass.; Lt. Comdr. Marcel Desgalier Jr., USNR, Niagara Falls, N. Y.; Lt. Joseph T. Gillen, USNR, Bryn Mawr, Pa.; Lt. Comdr. Walter J. Gudat, USNR, Evanston, Ill.; Lt. Comdr. J. H. Harshaw, USNR, San Francisco, Calif.; Lt. Comdr. Sidney M. Hay, USCGR, Arlington, Mass.; Lt. Comdr. Blake C. Howard, Jr., USNR, Louis, Mo.; Lt. Comdr. Blake Hughes, USNR, Bronxville, N. Y.; Lt. John T. McNaughton, USNR, Pekin, Ill.; Lt. Michael L. Merlo, USNR, Pittsburgh, Pa.; Lt. Comdr. Wesley N. Miller, USNR, Anquilla, Miss.; Lt. (jg) Howell S. Murray, USNR (Deceased), whose mother, Mrs. Elizabeth Sherer Murray, lives at Highland Park, Ill.; Lt. Comdr. Robert A. Nisbet, USNR, Meadville, Pa.; Lt. Wilson D. Rutherford, USNR, Baltimore, Md.; Lt. Comdr. George T. Smith, USNR, Camilla, Ga.; Lt. Comdr. Harrison Smith, USNR, Atchison, Kans.; Lt. Comdr. Milton A. Stein, USNR, Los Angeles, Calif.; Lt. Comdr. Richard M. Stone, USNR, Evanston, Ill.; Lt. Comdr. Paul W. Thompson, USNR, Pittsburgh, Pa.; Lt. Comdr. James D. Williams, USNR, Pasadena, Calif.

ORDER OF THE RED STAR

Lt. Letson S. Balliett, USNR, Los Angeles, Calif.; Lt. Robert E. Buckbee, USNR (Deceased), whose widow Mrs. Kathlyn Ann Buckbee, lives at Minneapolis, Minn.; Lt. Comdr. Howard E. Carraway, USNR, Olanto, S. C.; Lt. Comdr. Thomas E. Delate, USNR, Trenton, N. J.; Lt. Comdr. William Farrar, USNR, Arkansas City, Kans.; Lt. Wilma S. Fowler, USNR, Kilgore, Texas; Lt. John G. Grotenrath Jr., USNR, Grand Rapids, Mich.; Lt. Elbert S. Heim, USNR (missing in action), King George, Va.; Lt. Comdr. Norman D. Hodson, USN, Norfolk, Va.; Lt. Gerald G. Hogan, USNR, Brooklyn,

N. Y.; Lt. Comdr. Robert B. Hoppood, USNR, Glen Ridge, N. J.; Lt. (jg) Joseph D. Horn, USNR, Long Beach, Calif.; Lt. Paul B. Kinney, USNR, New York, N. Y.; Lt. William Kirby, USNR, Coffeyville, Kans.; Lt. Comdr. Louis D. Marks, USNR, Memphis, Tenn.; CSC John A. McGinnis, USN, San Diego, Calif.; Lt. Comdr. David A. Pickler, USNR, New London, N. C.; Lt. David O. Puckett Jr., USNR, Tupelo, Miss.; Comdr. Howard S. Roberts, USNR, Webster Groves, Miss.; William A. Schilbe, ex-GM1c, USNR, Detroit, Mich.; Lt. Comdr. Herbert M. Sonneborn Jr., USNR, Wheeling, Va.; Lt. Dan Schwartz, USNR, Jacksonville, Fla.; Lt. Kenneth W. Tipping, USNR, Maywood, N. J.; Lt. Gilbert S. Young, USNR, Fairfield, Ohio; Paul N. Webb, GM2c, USN, Freeport, N. Y.

ORDER OF GLORY, 3D CLASS

Lt. Philip R. Anderson, USNR, Washington, D. C.; Lt. Alex Brokas, USNR, Jamestown, N. Y.; Joseph J. Chatterton Jr., ex-BM1c, USNR, West Lynn, Mass.; Lt. Comdr. William Cole, USN, Sandy Hook, Conn.; ex-BM1c John H. Currant, USNR, Lynn, Mass.; Lt. Comdr. Lowell L. Davis, USNR, Vina, Ala.; Garnett C. DeBaun, GM1c, USNR, Indianapolis, Ind.; Louis DeGennaro, PTrV2c, USNR (address unknown); Lt. James J. Delhon, USNR, New Orleans, La.; Lt. Comdr. Bradford M. Dyer,



USNR, Newtonville, Mass.; Lt. George A. Enloe, USNR, Anoka, Minn.; Cox. Arthur L. Farmer, USNR (Deceased), whose mother, Mrs. Katie T. Cox, lives at Wilmington, N. C.; Lt. Junior C. Forney, USNR, Newton, Kans.; Faustin Gallegos, ex-EM2c, USNR, Miami, Fla.; ex-CMM William J. Green, USNR, Jersey City, N. J.; Ens. Harold L. Handshuh, USNR, (Deceased), Eugene, Ore.; Lt. Comdr. Leonard E. Harmon, USN, Cranston, R. I.; Mach. Cecil R. Haycraft, USN, Glen Dean, Ky.; Lt. Robert Hayman, USNR, Red Wing, Minn.; Lt. Comdr. Stewart B. Holt, USNR, Norfolk, Va.; Lt. (jg) Bert J. Hudson, USNR, Coeur d'Alene, Idaho; Norman E. Hyams, GM2c, USNR (Deceased), whose mother, Mrs. Beatrice L. Hyams, lives at Los Angeles, Calif.; Ens. Roy Walter Johnson, USNR, St. Louis, Mo.; ACO Dallas H. Jones, USN, Halifax, N. C.; Lt. Comdr. Thomas Kinasecsuk, USNR, Elizabeth, N. J.; Clarence H. Marihugh, ex-BM2c, USNR, Defiance, Ohio; Lt. Donald F.



★ DECORATIONS

Mason, USN, Quonset Point, R. I.; Lt. William M. McLane, USNR, Gainesville, Fla.; Lt. Comdr. Robert C. Millard, USN, Mamaroneck, N. Y.; Mario J. Pagnotta, MM1c, USNR, Weehawken, N. J.; Lt. Wallace S. Porter, USNR, Pittsburgh, Pa.; Charles Ratz, ex-S1c, USN, Cleveland, Ohio; Irving R. Saum, ex-MM1c, USNR, Washington, D. C.; Cox. Herbert L. Schwartz, USNR, Huntington, N. Y.; Lt. Milton J. Sherbring, USNR, Ogden, Iowa; Lt. Bernard C. Sissler, USNR, Staten Island, N. Y.; William B. C. Smith, AMM1c, USN, Fort Worth, Tex.; Lt. Jack H. Stewart, USNR, Silver Springs, Md.; Lt. John Sulton Jr., USNR, Beggs, Okla.; Lt. Comdr. William Tepuni, USNR (Deceased), whose mother, Mrs. Nina Tepuni, lives at San Francisco, Calif.; Lt. Theodore S. Thueson, USN, Newburgh, N. Y.; Cox. Charles E. Walters, USNR, (address unknown); Lt. John B. Watson, USNR (Deceased), whose mother, Mrs. Mary McCoy Watson, lives at Anderson, S. C.; Lt. Kenneth L. Wright, USNR, Burlington, Kans.; Donald L. Vandiver, ex-GM2c, USNR, Bethany, Mo.

MEDAL FOR BRAVERY

Harry Jones Jr., ex-Cox USNR, Jonesboro, Ind.; John W. McDole, ex-RM1c, USNR, Flint, Mich.; Cox Thomas



Nightingale, USNR, Maddock, N. D.; Cox. John J. Ours, USNR (Deceased), whose father, Marcellus Columbus Ours, lives at Cumberland, Md.; Milton

Parker, ex-GM3c, USNR, Baltimore, Md.; Luther W. Perdue, ex-GM3c, USNR, Vincent, Ohio; Cox. James W. Pernel, USNR, Quincy, W. Va.; Willie H. Phillips, ex-Cox., USNR, Gaffney, S. C.; Percy L. Spann, SM3c, USNR, (Deceased), whose mother, Mrs. Katie Bell Spann, lives at Georgiana, Ala.; Renald Blake Jr., ex-GM1c, USN, Smithtown Branch, N. Y.; Charles E. Dole, CBM, USN, Long Island City, N. Y.; Harry M. Gossman, CBM, USN, Dayton, Ky.; Joseph O'Savage, ex-BM1c, USNR, New York, N. Y.; Francis M. Shipley Jr., CBM, USN, Baltimore, Md.; Cox Harry P. Wilson, USN, Brooklyn, N. Y.; Oswald I. Cassidy, ex-S1c, USNR, Vanport City, Ore.; Earnest E. Grandey Jr., RM3c, USNR, McMinnville, Tenn.; Leland Hall, S2c, USNR (address unknown); Charles C. Harris, ex-SM2c, USN, Moberly, Mo.; Leonard D. Horton, GM1c, USNR, Carlsbad, N. M.; Lewis W. Kroeger, ex-S1c, USNR, Bird Island, Minn.; Andrew O. Mathson, BM2c, USNR (address unknown); Raymond P. Peer, ex-BM2c, USN, Chicago, Ill.; Francis P. Perret, GM2c, USN, Los Angeles, Calif.; Cox. Albert Yingling, USN, Muncie, Ind.

MEDAL FOR MERIT IN ACTION

Donald S. Biggs, S1c, USNR, Fenton, Mich.; Alexander Lague, ex-CAR, USNR, New Bedford, Mass.; Bernard A. Malloy, CRM, USN, Brooklyn,

N. Y.; William S. Sharp, BM2c, USNR, Martinsville, Va.; Ernest J. Lazetere, ex-BM2c, USNR, San Jose, Calif.; Harvey C. Smalley Jr., ex-BM2c,



USNR, San Francisco, Calif.; Clifford H. Starnes, GM2c, USNR, Gunterville, Ala.; CBM, Eaton P. Decottes, USNR (address unknown); Thomas J. Dixon, ex-GM2c, USNR, Jacksonville, Fla.; Edward C. Hoban, GM3c, USNR (now Ens.), Brooklyn, N. Y.; Edwin B. Newman, ex-BM1c, USNR, Jacksonville, Fla.; Gustav V. Schill Jr., ex-GM3c, USNR, Jacksonville, Fla.; Edward T. Anderson, S1c, USN, Pleasant View, Va.; Eli J. Bourg, ex-GM2c, USNR, New Orleans, La.; Thomas E. Brown, GM2c, USN, Mobile, Ala.; John W. Cannon, S1c, USNR (address unknown); Milton C. Cassey, ex-GM2c, USNR, Huntsville, Ala.; Francis L. Duncan, SM3c, USN, Macy, Ind.; Merlin G. Houndshell, ex-BM2c, USNR, Washington, D. C.; Elden S. Kirby, ex-BM2c, USNR, Westhope, N. D.; Maurice E. Larson, ex-GM2c, USNR, Devils Lake, N. D.; Oman A. Nelson, GM3c, USNR, Maddock, N. D.; Allan A. Thompson, RM2c, USN, San Francisco, Calif.; Senva Trahan, S1c, USNR, Kaplan, La.; Hubert Williams, GM2c, USN, Cross City, Fla.

MEDAL OF USHAKOV



William R. Abbott, ex-BM2c, USNR, Quincy, Mass.; Mason M. Houghton, ex-GM1c, USNR, Union Star, Mo.; ex-Cox. Paul L. Huntsinger, USNR, Forest City, N. C.; Floyd E. Richards, SM1c, USN (now Lt.), Zion, Ill.; Junior Wishon, BM2c, USN, Cainville, Mo.

MEDAL OF NAKHIMOV

Arthur L. Adler, ex-CBM, USNR, Long Island, N. Y.; Emmet D. Anderson, Cox, USN, Rock Hill, S. C.; George C. Cooner, GM3c, USN, (address unknown); Albert D. Friday, M2c, USNR, West Point, Miss.; James N. Guyton Jr., SM1c, USNR, Council,



N. C.; William T. Harkins, ex-BM2c, USNR, Chicago, Ill.; Robert G. Henderson, ex-RM1c, USNR, Frankfort, Ind.; Paul O. Lessard, S1c, USNR (Deceased), whose father, Oscar Lessard, lives at Fall River, Mass.; Arthur McDonald Jr., GM2c, USNR, Portsmouth, R. I.; Frank C. Gay, ex-GM1c, USNR, Denver, Colo.; George C. Goddard, CGM, USNR, El Rito, N. M.; Cecil B. Graff, ex-GM1c, USNR, Weldona, Colo.; John H. Harmon, GM2c, USNR, Denver, Colo.; Rex E. Robertson, BM2c, USNR, Dayton, Ohio; Joseph D. Leahy, ex-RM1c, USNR, Rochester, N. Y.

Medal of Honor Won Posthumously By PhM1c at Iwo

The Medal of Honor has been awarded posthumously to John H. Willis, PhM1c, USN, of Columbia, Tenn., killed on Iwo Jima, 28 Feb 1945.

Constantly imperiled by artillery and mortar fire from strong and mutually supporting pillboxes and caves studding hill 362 in the enemy's cross-island defenses, Willis, serving with the 3d Btn., 27th Marines, 5th MarDiv, resolutely administered first aid to the many Marines wounded during the furious close-in fighting until he himself was wounded and ordered to a battle aid station. Without waiting for official medical release, he quickly returned to his company and, during a savage hand-to-hand enemy counter-attack, daringly advanced to the extreme front lines under mortar and sniper fire to aid a marine lying wounded in a shell hole.

Completely unmindful of his own danger as the Japanese intensified their attack, Willis calmly continued to administer blood plasma to his patient. While so engaged, he promptly returned the first hostile grenade which landed in the shell hole and hurled back seven more in quick succession before the ninth one exploded in his hand and instantly killed him.

Honor Medal Given To Marine Killed On Bougainville

For conspicuous gallantry and intrepidity with the 3d Marines, 3d Marine Div., at Bougainville, 1 Nov 1943, Sgt. Robert A. Owens, USMC, of Drayton, S. C., has been awarded the Medal of Honor posthumously.

Forced to pass within disastrous range of a strongly protected and well camouflaged Jap 75-mm. regimental gun strategically located on the beach, our landing units were suffering heavy losses in casualties and boats while attempting to approach the beach, and the success of the operation was seriously threatened. Observing the ineffectiveness of Marine rifle and grenade attacks against the incessant, devastating fire of the enemy weapon and aware of the urgent need for prompt action, Sgt. Owens unhesitatingly determined to charge the gun bunker from the front. Calling on four of his comrades to assist him, he carefully placed them to cover the fire from two adjacent hostile bunkers.

Choosing a moment that provided a fair opportunity for passing these bunkers, he immediately charged into the mouth of the steadily-firing cannon and entered the emplacement through the fire port, driving the gun crew out of the rear door and insuring their destruction before he himself was killed.

Medals of Honor Awarded Posthumously To Five Marines Who Shielded Comrades

THE MEDAL OF HONOR was awarded recently to five marines for individual actions against the enemy in which the men sacrificed their lives in order to save their comrades against deadly grenade fire.

The highest award the Nation can present to its heroes was made posthumously to Pfc. Harold G. Epperson, USMCR, of Mt. Sterling, Ky., for battlefield action which cost his life on Saipan, 25 June 1944, while serving with the 1st Btn., 6th Marines, 2d Marine Div. With his machine-gun emplacement bearing the full brunt of a fanatic assault initiated by the Japanese under cover of pre-dawn darkness, Epperson, fought furiously in defense of his battalion's position. Maintaining a steady stream of devastating fire against rapidly infiltrating troops, he aided materially in annihilating several of the enemy and in breaking the abortive attack.

Suddenly a Jap soldier, assumed to be dead, sprang up and hurled a powerful hand grenade into the emplacement. Determined to save his comrades, Epperson unhesitatingly chose to sacrifice himself and, diving upon the deadly missile, absorbed the shattering violence of the exploding charge in his own body.

Pfc. Richard E. Kraus, USMCR, Minneapolis, Minn., was awarded the Medal of Honor for his action against the enemy while serving with the Fleet Marine Force on Peleliu, 3 Oct 1944. Volunteering for the extremely hazardous mission of evacuating a wounded comrade from the front lines, Kraus and three comrades made their way forward and successfully penetrated the lines for some distance before the enemy opened with an intense, devastating barrage of hand grenades which forced the stretcher party to take cover and eventually abandon the mission. While returning to the rear, they observed two men approaching who appeared to be marines and they demanded the password. Instead of answering, one of the two Japs threw a hand grenade into the midst of the group. Pfc. Kraus flung himself upon the grenade, covering it with his body and was instantly killed.

Another marine who gave his life so that his comrades might live, Sgt.

Grant F. Timmerman, USMC, Emporia, Kan., was killed in action with the 2d Marine Div. on Saipan, 8 July 1944. Advancing with his tank a few yards ahead of the infantry in support of a vigorous attack on hostile positions, Timmerman maintained steady fire from his anti-aircraft sky mount machinegun until progress was impeded by a series of enemy trenches and pillboxes.

Observing a target of opportunity, Timmerman ordered the tank stopped and mindful of the danger from the muzzle blast as he prepared to open up with the 75-mm. cannon, he stood up in the exposed turret and ordered the infantry to hit the deck. Quick to act as a grenade, hurled by the Japanese, was about to drop into the open turret hatch, Sgt. Timmerman blocked the opening with his body, holding the grenade against his chest and taking the brunt of the explosion.

As a Browning automatic rifleman serving with the 4th Marine Div. during the battle for Tinian, 30 July 1944, Pvt. Joseph W. Ozbourn, USMCR, Logan, Ill., performed the deed of valor which brought a posthumous award of the Medal of Honor. While a member of a platoon assigned the mission of clearing the remaining Jap troops from dugouts and pillboxes along a tree line, Ozbourn, flanked by two men on either side, was moving forward to throw an armed hand grenade into a dugout when a terrific blast from the entrance severely wounded the four men as well as himself.

Unable to throw the grenade into the dugout and with no place to hurl it without endangering the other men, Pvt. Ozbourn grasped the missile close to his body and fell upon it to absorb the full impact of the explosion, thus sacrificing his own life but saving his companions.

Pfc. Charles H. Roan, USMCR, Claude Tex., was killed in action on Peleliu, 18 Sept 1944, while serving with the 1st Marine Div. He was recently awarded the Medal of Honor for his sacrifice in the face of certain death, thereby saving the lives of four men.

Shortly after his leader ordered a withdrawal, upon discovering that the squad was partly cut off from their

company as a result of their rapid advance along an exposed ridge, Pfc. Roan and his companions were suddenly engaged in a furious exchange of hand grenades with Jap forces to the rear of the squad. Seeking protection with four other marines in a depression in the rocky terrain, Roan was wounded by an enemy grenade, and realizing the immediate peril to his comrades when another grenade landed midst the group, he flung himself upon it, absorbing the full impact of the explosion.



Gold star in lieu of second award:

★ **KINSELLA**, William T., Comdr., USN, Wilkes-Barre, Pa.: As CO of the USS *Ray*, Comdr. Kinsella launched successful attacks against enemy shipping in the face of typhoon weather conditions. His aggressiveness contributed immeasurably to the sinking of more than 35,000 tons of shipping and damaging of more than 14,000 tons.

First award:

★ **ABBOTT**, William E., AMM3c, USN, Peoria, Ill. (posthumously): Combat aircrewman on a patrol bomber during action against Japanese forces in the Brunei Bay area on 12 Dec 1944. When strong gas fumes filled the plane during retirement from the fierce action, during which he had fought his gun with determined accuracy, he made his way over the open bomb-bay in an attempt to locate and repair the leak. Discovering a severed hose connection on a bullet-riddled gas tank, he resolutely clung to his precarious position despite the noxious fumes and struggled desperately to hold both ends of the hose together. Ordered to return to the after station, he steadfastly refused, continuing his valiant efforts until, overcome by the deadly fumes, he fell through the open bomb-bay. Stout-hearted and cool in a critical emergency, Abbott gave his life in gallant service to his plane and crewmates and, by his indomitable perseverance and great fortitude, was directly responsible for their safe return to base.

★ **AKERS**, Alfred H., EM3c, USN, St. Louis, Mo. (posthumously): He valiantly remained in the steering motor room of the USS *Reid* when that vessel was attacked and sunk by Japanese aircraft in the Mindanao Sea on 11 Dec 1944, to attempt the rescue of a wounded shipmate, thereby forfeiting his only opportunity to escape before the ship capsized. He gallantly gave his life in the service of his country.

★ **ANDERSON**, Arthur, F1c, USN, San Francisco, Calif. (posthumously): For cool and courageous conduct and self-sacrificing devotion to duty when the USS *Reid* was attacked by Japanese aircraft in the Mindanao Sea on 11 Dec 1944. Standing in water waist-deep and with the ship burning furiously, he remained steadfast at his machine gun and forfeited his only opportunity to escape before the ship

Winners of Nation's Highest Award



H. G. Epperson
PFC, USMCR

R. E. Kraus
PFC, USMCR

J. W. Ozbourn
Pvt., USMCR

C. H. Roan
PFC, USMCR

G. F. Timmerman
Sgt., USMC

★ DECORATIONS

Navy Cross Cont.

capsized two minutes after the first bomb struck.

★ ARNETT, George, Jr., PhM3c, USNR, Gauge, Ky. (posthumously): While serving on board the USS *Ticonderoga* when that vessel was under attack and damaged by Japanese aerial action in the Pacific war area on 21 Jan 1945, he worked tirelessly through searing heat and stifling smoke in a valiant effort to reach trapped shipmates. Undaunted by the terrific onslaught of Japanese planes striking savagely at the *Ticonderoga*, Arnett disregarded all personal danger and saved the lives of many shipmates before he himself collapsed and could not be revived.

★ BATES, Richard W., Commodore (then Capt.) USN, Alameda, Cal.: While serving as chief of staff of a flag officer in command of Allied forces in action in the Battle of Surigao Strait on 25 Oct 1944, he assisted in the preparation of all plans for this difficult operation and by his courage, aggressiveness and determination under fire gave encouragement to the staff and to all with whom he came in contact during the action.

★ BEHRENS, William W., Commodore, USN, Arlington, Va.: For distinguishing himself in operations against the enemy off Formosa while commanding a cruiser during attack on the evening of 14 Oct 1944. When his ship was torpedoed and dead in the water, Commodore Behrens coolly supervised the evacuation of excess personnel, directed effective damage control measures and supervised the dangerously stricken ship as it was placed in tow by another cruiser. His ship was again torpedoed in enemy air attacks on 16 Oct 1944 and once more his action contributed in a large part to the ship's continued retirement to safety.

★ BOYD, Donnas H., S1c, USNR, Marble Hill, Ga. (posthumously): For extraordinary heroism while attached to the USS *Sonoma*, during a Japanese aerial attack in which that vessel was crash-dived by an enemy plane and ultimately sunk in the Philippine Islands area on 21 Oct 1944. Sprayed with burning gasoline when the suicer's tanks exploded upon impact and engulfed the entire midship section of the *Sonoma* in flames, Boyd exercised great presence of mind despite his own immediate peril and, observing two men trapped in the radio shack by the tremendous explosions, courageously remained in the blazing area with his clothing aflame, to force open the jammed door and release his endangered comrades. Subsequently diving into the water to be rescued shortly thereafter, he succumbed to severe burns on 27 October while in transit to a base hospital and was buried at sea from the USS *Mercy*.

★ BRYAN, Horace D., Lt (jg), USNR, Walsh, Colo. (missing in action): As pilot of a torpedo plane attached to Composite Squadron 80 operating from the USS *Manila Bay* against major units of the Japanese fleet in the Camotes Sea area on 26 Oct 1944, he executed a daring bomb attack to

score two direct hits on a hostile cruiser, leaving the Japanese warship disabled and smoking heavily. Determined to annihilate the enemy force, he continued his bold tactics, releasing his rockets in a low altitude run which inflicted serious damage below the water line on an enemy destroyer. By his superb airmanship, indomitable fighting spirit and tenacious perseverance in the fulfillment of an urgent mission, he contributed essentially to the final rout of the Japanese fleet.

★ DUBOSE, Edwin A., Lt., USNR, Fort Worth, Tex.: While commander of a division of MTBs engaged in operations against enemy coastal traffic off the west coast of Italy in March and April 1944, he led his units on several night missions against enemy convoys attempting to maintain supply lines to axis armies in the Rome area and was in large measure responsible for the decisiveness of the action which resulted in the sinking of 15 F-lighters, one corvette, a tug and the severe damaging of two destroyers.

★ GRIDER, George W., Comdr., USN, Palos Verdes Estates, Calif.: While CO of the USS *Flasher*, during that vessel's fifth war patrol from 15 Nov 1944 to 2 Jan 1945, Comdr. Grider directed his submarine in six successful attacks against the enemy, in the face of unusually severe countermeasures in the areas off Manila and the coast of Indo-China. The first four attacks, on 4 December were persistent efforts to sink a destroyer and a large tanker.

Navy Scientists Win Wellcome Award Again

For the sixth consecutive year naval personnel have won the annual Wellcome Award, established by the late Sir Henry Wellcome in recognition of outstanding research work in scientific fields "which may conduce to the improvement of the physical condition of mankind."

Joint recipients of the award, which this year was presented at a ceremony at the National Naval Medical Center, Bethesda, Md., were Capt. Joseph S. Barr, (MC) USNR, Newton Center, Mass.; Capt. R. H. Draeger, (MC) USN, San Francisco, Calif., and Comdr. W. Warren Sager, (MC) USNR, Washington, D. C.

The presentation of the honorarium and scroll accompanying the award was made by Capt. Robert E. Duncan, (MC) USN, Medical Officer in command at Bethesda, to the three recipients for their scientific paper, "Solid Blast Personnel Injury," which was selected as the best submitted. A gold medal also normally goes to the winner, but the medal has not been cast since the beginning of the war, the die having been destroyed in the London blitz.

Capt. Barr is in charge of the orthopedic service at Bethesda and Capt. Draeger is executive officer of the Naval Medical Research Institute. Comdr. Sager, now on terminal leave, was formerly attached to the surgical staff at Bethesda.

Between each of these attacks the *Flasher* was heavily and closely depth-charged by the remaining escorts, but both targets were sunk. On 21 December the sub completed two more attacks, on the surface, upon a convoy of five tankers and four escorts. Following a 17-hour chase to close the convoy, superb maneuvering and planning resulted in the sinking of three large and valuable tankers without being detected by the escorts.

★ HUGHES, David F., Lt. (jg), USNR, St. Louis, Mo. (missing in action): As pilot of a carrier-based dive bomber during the battle for Leyte Gulf 25 Oct 1944, he pressed home daring bombing attacks on a hostile aircraft carrier in the face of an intense barrage of AA fire and scored direct hits which contributed materially to severe damage inflicted on the Japanese vessel.

★ HUNNICUTT, James L., Comdr., USNR, Olympia, Wash.: While CO of the USS *Carp* during a war patrol of that vessel, he took his submarine into dangerous enemy waters and launched a series of smartly conducted gun and torpedo attacks which resulted in the sinking and damaging of approximately 12,000 tons of enemy shipping. During the first part of the war patrol this submarine group successfully conducted a surface sweep for picket boats in advance of important fleet movements. As CO, he skillfully evaded all enemy countermeasures and brought his ship back to port safely.

★ KINSELLA, William T., Comdr. (then Lt. Comdr.), USN, Wilkes Barre, Pa.: As CO of USS *Ray* on her fifth war patrol in enemy controlled waters during the period 9 July to 31 Aug 1944. In a series of skillful, aggressive and persistent attacks he sank enemy ships totalling 36,400 tons and damaged additional vessels totalling 18,400 tons. In the face of heavy enemy surface escorts, opposed by tense enemy air cover, and in spite of severe countermeasures, Comdr. Kinsella achieved the destruction of this vital enemy shipping. In addition, he unhesitatingly accepted the risk of shallow water while in hot pursuit of the enemy.

★ KOSTER, Herbert A., Lt. (jg), USNR, New Orleans, La. (missing in action): While pilot of a carrier-based dive bomber during the Battle for Leyte Gulf, 24 Oct 1944, he courageously pressed home powerful attacks at perilously low altitude in the face of intense AA fire and scored direct hits on a Japanese battleship, contributing materially to the severe damage inflicted on that vessel.

★ KRAPP, Arthur E., Lt. Comdr. USN, Annapolis, Md.: As CO of the USS *Jack* during the fifth war patrol of that vessel in the waters off the west coast of Luzon and in the vicinity of Manila 4 June to 14 July 1944, in aggressive attacks on two heavily escorted enemy convoys he succeeded in sinking a large tanker and three freighters totalling 25,000 tons, and damaged an additional three freighters totalling 12,000 tons.

★ LARKIN, Edward W., Jr., Lt., USNR, Springfield, Mass. (missing in ac-

tion): As pilot of a torpedo bomber operating from USS *Franklin* against Japanese forces in the Manila Bay area, 19 Oct 1944, he boldly led a flight of three bombers without fighter support in a daring low level mast-head attack on a large enemy tanker and plunged through hostile fire to score a direct hit and two very near misses on the vessel which resulted in its immediate sinking. Lt. Larkin inspired his squadron mates and innumerable other pilots throughout the Pacific Fleet with his own high standards of aerial achievement and contributed materially to the effectiveness of our battle forces in driving the Japanese steadily westward.

★ McCune, Charles E., Pfc., USMCR, Johnstown, Pa.: Acting as squad leader and machine gunner on Okinawa 7 May 1945, McCune was seriously wounded and completely blinded by an enemy grenade which was thrown at his machine gun position by the counterattacking enemy. Realizing the danger of what would occur if he left his emplacement for treatment, he stayed by his weapon and coolly waited until he heard the enemy forces directly in front of him before opening fire. Remaining in his position, he continued to operate his weapon until several of his squad members had advanced to his position, meanwhile killing two more of the enemy who had come forward to carry back their dead.

★ MOREHOUSE, Albert K., Capt., USN, Coronado, Calif.: As CO of the USS *Natoma Bay* in the battle of Samar Is. between three groups of escort aircraft carriers and major units of the Jap fleet—consisting of battleships, cruisers and destroyers—25 Oct 1944, he handled his ship in a highly expert and seamanlike manner, contributing largely to the defeat of the enemy units.

★ OLSON, Robert D., Lt. (jg), USNR, Chicago, Ill. (missing in action): While pilot of a carrier-based dive bomber during the Battle for Leyte Gulf, 24 Oct 1944, he courageously pressed home powerful attacks at perilously low altitude in the face of intense AA fire and scored direct hits on a Japanese battleship, contributing materially to the severe damage inflicted on that vessel.

★ SPANAGEL, Donald D. J., Lt. (jg), USNR, Annapolis, Md. (missing in action): As pilot of a carrier-based dive bomber during the Battle for Leyte Gulf on 24 Oct 1944, Lt. (jg) (then Ensign) Spanagel pressed home daring attacks on a hostile battleship in the face of intense AA fire and scored direct hits which contributed materially to the severe damage inflicted on the Japanese vessel.

★ TSARNAS, John E., Lt. (jg), USNR, Healdsburg, Calif. (missing in action): As pilot of a carrier-based dive bomber during the Battle for Leyte Gulf on 24 Oct 1944, he courageously attacked a Japanese battleship at perilously low altitude under extremely hazardous conditions, scoring direct hits which started fires and contributed materially to the severe damage on that vessel.

★ VORSE, Albert O., Lt. Comdr., USN, Palo Alto, Calif.: He led an aerial

WINNERS OF NAVY CROSS



William E. Abbott
AMM3c, USN



Alfred H. Akers
EM3c, USN



Arthur Anderson
Flc, USN



Richard W. Bates
Commodore, USN



William W. Behrens
Commodore, USN



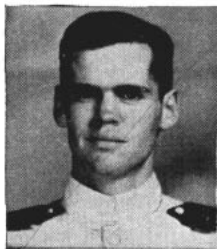
Donnas H. Boyd
Slc, USNR



Horace D. Bryan
Lt. (jg), USNR



George W. Grider
Comdr., USN



David F. Hughes
Lt. (jg), USNR



James L. Hunnicutt
Comdr., USNR



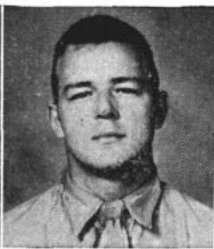
William T. Kinsella
Comdr., USN



Herbert A. Koster
Lt. (jg), USNR



Arthur E. Krapf
Lt. Comdr., USN



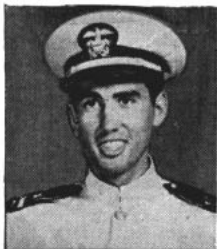
Edward W. Larkin, Jr.
Lt., USNR



Charles E. McCune
PFC, USMCR



Albert K. Morehouse
Capt., USN



Robert D. Olson
Lt. (jg), USNR



Donald D. Spanagel
Lt. (jg), USNR



John E. Tsarnas
Lt. (jg), USNR



Albert A. Vorse
Lt. Comdr., USN

No photos available of George Arnett, Jr., PHM3c, USNR; Lt. Edwin A. DuBose, USNR

★ DECORATIONS

Navy Cross Cont.

flight of 8 fighters and 13 bomber planes against enemy shipping in Formosa waters on 15 Jan 1945. In an unusual demonstration of airmanship under severe weather conditions and amid extremely heavy antiaircraft fire, he scored a direct masthead bomb hit on a large enemy destroyer from a 200-ft. altitude. The ship was seen to explode shortly afterwards. During the action over six feet of his starboard wing was blown off by enemy fire.

DISTINGUISHED SERVICE MEDAL

Gold star in lieu of fourth award:

★ **CARTER**, Andrew F., Rear Admiral, USNR, Houston, Tex.: As Director, Petroleum and Tanker Division, office of CNO and the units antecedent to the Division, from 9 Mar 1942 to 31 Aug 1945, and as executive officer of the Joint Army-Navy Petroleum Board from 27 July 1942 to 31 Aug 1945, Rear Admiral Carter coordinated the complex supply organizations of the U. S. Army and Navy and Allied services. These services were so well organized that the supply and movement of petroleum fuels throughout the world fully supported the Allied forces ashore and afloat during periods of critical shortage.

★ **SHUMAKER**, Samuel R., Capt., USN, Washington, D. C. (posthumously): Awarded for duty of great responsibility in connection with the development of the radio proximity fuze, 1 May 1941 to 17 July 1943. Confronted with the complex task of translating the concept of an electronically oper-

ated proximity fuze into an instrument of war capable of being manufactured in mass production, Capt. Shumaker applied his own enthusiasm, energy and technical knowledge toward the development of this highly effective device. He planned and directed the design, manufacture and assembly of the hundreds of components of the fuze under conditions of utmost secrecy, and was largely responsible for one of the most potent offensive as well as defensive weapons of World War II.

★ **TURNER**, Richmond K., Admiral, USN, Carmel, Calif.: For meritorious service as Commander of the joint expeditionary force, 5th Fleet, during amphibious operations against enemy-held Iwo Jima and positions in the Okinawa Gunto from November 1944 to May 1945. As leader and strategist, Admiral Turner prepared and defined his attack plans for these vital operations and personally commanded his forces at the objectives. He effected a masterful coordination and direction of the thousands of naval, air and amphibious units involved which integrated the huge armada into a formidable fighting machine. Assailing the enemy's powerful defenses from the sea, air and land, Admiral Turner advanced the elements of his command in a decisively waged campaign which ultimately extended U. S. control of the sea and the air from the Marianas to the shores of the enemy's home islands.

Gold star in lieu of third award:

★ **HILL**, Harry W., Vice Admiral, USN, Washington, D. C.: As commander of the attack force in the assault and capture of enemy-held Iwo Jima from 19 Feb—16 Mar 1945, and subsequently as commander, joint expeditionary force, at Okinawa Gunto, 17 May to 21 June 1945. Admiral Hill

expertly controlled all phases of the ship-to-shore operations against fierce enemy resistance. During the Iwo campaign, he directed the landing of troops and equipment on the heavily fortified beachhead, as well as the unloading of garrison troops and shipping. With our forces deployed over a wide area, he faced the most violent opposition experienced in the Pacific area to supervise the over-all unloading operation at Okinawa Gunto and, in addition, coordinated naval gunfire and air support and directed the expeditious assault and seizure of Iheya Shima and Aguni Shima, which served to strengthen our position in Okinawa and permit the release of protective combatant ships for other duties.

Gold star in lieu of second award:

★ **SHARP**, Alexander Jr., Rear Admiral, USN, Charles County, Md.: While Commander Minecraft, Pacific Fleet, from 14 Oct 1944 to 2 Sept 1945, Admiral Sharp directed the craft under his command with marked efficiency during the support of the Philippines campaign, the assault on Iwo Jima and the campaigns in the Ryukyus, as evidenced by the small number of U. S. vessels mined during these offensive operations. In addition, personnel of his command served with the 20th Air Force and FairWing 1 as technical representatives for the program to effect the aerial mining of the waters of Japan, the Bonins and Southern Korea as a feature of the blockade of the Empire.

First award:

★ **ACUFF**, Jasper T., Capt., USN, Jasper, Ala.: As CTG 30.8, operating in the Western Pacific, the Philippine and South China Seas from 20 Aug 1944 to 26 Jan 1945, he set new standards for fleet replenishment and rendered invaluable service in the over-all success of the 3d Fleet operations. During the entire period when the 3d Fleet was executing a series of highly successful offensive attacks in collaboration with the Central and Southwestern Pacific amphibious operations, Capt. Acuff delivered vital supplies of oil, gasoline and replacements to the units of the Fleet without a single failure as to time, location or quantity required. His force carried on this hazardous mission often in enemy-controlled waters and frequently under aerial and submarine attacks.

★ **DAUSER**, Sue S., (NC) USN, (Ret), Anaheim, Calif.: For meritorious service to the Government as Superintendent of the Navy Nurse Corps during the pre-war period and during World War II, Captain Dauser rendered distinguishing service in establishing a postgraduate training program for Navy nurses and for the furtherance of Navy participation in the Cadet Nurse Training Program. She was directly responsible for expanding the Corps from 600 in the pre-war period to 11,500, the number essential to provide adequate nursing care for the Navy, Marine and Coast Guard personnel as the war progressed.

★ **MOREELL**, Ben, Vice Admiral,

Distinguished Service Medal Recipients



Jasper T. Acuff
Capt., USN



Sue S. Dauser
Capt., USN (Ret)



Harry W. Hill
Vice Admiral, USN



Ben Moreell
Vice Admiral, USN



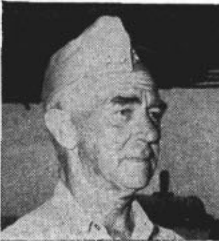
Alexander Sharp, Jr
Rear Admiral, USN



Samuel R. Shumaker
Capt., USN



Andrew F. Carter,
Rear Admiral, USN



Richmond K. Turner,
Rear Admiral, USN

(CEC) USN, Washington, D. C.: For service between 7 Dec 1941 and 31 Aug 1945 as Chief BuDocks, and Chief of CEC. Admiral Moreell directed the expansion of the naval shore establishment in the U. S. and the building of advanced bases overseas which enabled the U. S. Fleet to seek out and destroy the enemy in his home waters. Because of Admiral Moreell's command the Fleet received support "in degree and kind unprecedented in naval warfare."

LEGION OF MERIT

Gold star in lieu of third award:

★ DENFELD, Louis E., Vice Admiral, USN, Washington, D. C.: As commander of a battleship support unit, 24 May-2 Aug 1945 and ComBatDiv9, 1 July-15 Aug 1945.

★ HAINS, Hamilton, Capt., USN, Santa Monica, Calif.: Asst. chief of staff and operations officer on the staff of a group commander, Southwest Pacific area.

Two Army Generals Receive Navy DSMs

The Navy's Distinguished Service Medal has been awarded two Army Generals in recognition of their coordination of Army and Navy activities during the war.

General Jacob L. Devers, USA, Washington, D. C., was decorated for service as Commanding General, 6th Army Group, from 29 Oct 1944 to 1 Jan 1945.

"Wholehearted in his cooperation with the Navy, General Devers rendered invaluable assistance in solving multiple and diverse problems relative to the building up, following our invasion of the South Coast of France, "the citation stated." His planning and judgement in the handling of the troublesome complexities incident to this important amphibious operation contributed essentially to its overwhelming success."

The DSM was also awarded to General Joseph T. McNarney, USA, Washington, D. C., for duty as Commanding General, Mediterranean Theater of Operations, from October 1944 to October 1945.

During a period of vital offensive operations, General McNarney coordinated the activities of Army, Navy and Allied units thereby enabling our forces to exert their greatest strength against the enemy and administer a series of crushing defeats, despite stubborn resistance, difficult terrain and adverse weather. His thorough understanding of the problems involved in combined operations contributed materially to the ultimate defeat of Axis forces on the European continent.

Gold star in lieu of second award:

★ BARCHET, Stephen G., Capt., USN, Baltimore, Md.: Member of the staff of Com7thPhibFor, January to July 1945.

★ GLASS, Richard P., Commodore, USN, Lynchburg, Va.: Deputy commander and chief of staff to ComSoPac, 6 Feb-1 Sept 1945.

★ KILPATRICK, Walter K., Rear Admiral, USN, Hillsborough, Calif.: Chief of staff and aide to CincLant, 15 Nov 1944 to 25 Aug 1945.

First award:

★ BAGLEY, David W., Vice Admiral (then Rear Admiral), USN, Washington, D. C.: As Com14 and ComHaw-SeaFron, November 1944 to July 1945.

★ BEARDALL, John R., Rear Admiral, USN, Orlando, Fla.: As Superintendent, U. S. Naval Academy, and Commandant, Severn River Naval Command, 31 Jan 1942 to 8 Aug 1945.

★ BRYAN, George S., Rear Admiral, USN, (Ret.), Washington, D. C.: As Hydrographer of the Navy, 7 Dec 1941 to 31 Aug 1945.

★ DAWSON, K. V., Capt., USN, San Francisco, Calif.: Chief of staff to ComBatDiv8 and acting operations and gunnery officer on staff of ComBatRon2, 1 July-15 Aug 1945.

★ EDWARDS, Raymond D., Capt., USN, San Francisco, Calif.: Commander, Administrative Command, Minecraft, PacFlt, 13 May through August 1945.

★ FENN, Herbert K., Capt., USN, San Diego, Calif.: Asst. director of Censorship and chief cable censor in the Office of Censorship, September 1940 to August 1945.

★ HANLON, Byron H., Capt., USN, Coronado, Calif.: Commander underwater demolition teams, PhibPac, 11 Nov 1944 to 5 June 1945.

★ HARDING, Charles B., Capt., USNR, Rumson, N. J.: As OinC Personnel Accounting and Statistical Control Section, BuPers, November 1942 to August 1945.

★ HIGGINS, John M., Commodore, USN, Madison, Wis.: Screen commander with a fast carrier task force in Pacific waters, 1 July-15 Aug 1945.

★ MARKEY, Gene, Capt., USNR, Los Angeles, Calif.: Director of Navy Photographic Services, 31 Aug 1944 to 19 July 1945.

★ MOREHOUSE, Albert K., Capt., USN, Coronado, Calif.: CO of USS *Natoma Bay*, supporting landings at Leyte, Mindoro, Lingayen Gulf and Zambales, 12 Oct 1944 to 5 Feb 1945.

★ SARGENT, Christopher S., Comdr., USNR, Washington, D. C.: Asst. in the office of the Director of Planning and Control and as Asst. Director of Planning and Control, BuPers, October 1942 to August 1945.

★ TAFFINDER, Sherwoode A., Vice Admiral (then Rear Admiral), USN, Seattle, Wash.: Commandant, Navy Yard, Puget Sound, 31 Mar 1942 to 14 June 1944, and Com13 from 12 Oct 1943 to 15 Dec 1944.

★ TOMLINSON, Daniel W., Capt., USN, North Kansas City, Mo.: As Commander NATS, PacWing, 2 Oct 1943 to 31 Aug 1945.

★ WILLIAMS, Richard A., Capt., (CEC)

USNR, Chicago, Ill.: Base development officer on the staff of Commander, Forward Area Central Pacific and ComMarianas, 11 May-9 Oct 1945.

★ WORKMAN, Robert D., Rear Admiral, (ChC) USN, Lane County, Pa.: Director of the Chaplains' division and Chief of Chaplains, June 1937 to July 1945.

★ WOLF, Alfred C., Lt. Comdr., USNR, Washington, D. C.: Head of the Industrial manpower section, Office of Industrial Relations, January 1944 to September 1945.

SILVER STAR MEDAL

Gold star in lieu of third award:

★ ACKERMAN, Edward, Lt. Comdr., USN, St. Augustine, Fla. (missing in action): CO of USS *Kete* off Nansei Shoto during second war patrol, commencing 11 Mar 1945.

First award:

★ BOURLAND, Joseph H., Lt. Comdr., USN, New York, N. Y.: Assistant approach officer aboard USS *Runner* during first war patrol in the Toagel Mlungui Passage, Palau, 18 Jan-7 Mar 1943.

★ DAVIS, Louis L., Lt. (jg), USNR, Pauls Valley, Okla. (missing in action): Fighter pilot attached to USS *Hancock* in action over Japan, 29 Mar 1945.

★ FLEMING, Robert W., USN, Washington, D. C. (posthumously): CO of USS *New Mexico* off San Fernando in the Philippines, on 6 Jan 1945.

★ GRIDER, George W., Comdr., USN, Palos Verdes Estates, Calif.: Diving officer of USS *Wahoo* during successful war patrols in enemy waters.

★ KIMMEL, Manning M., Lt. Comdr., USN, Washington, D. C.: Diving officer aboard USS *Drum* during three war patrols in Japanese waters.

★ MACDONALD, Charles H., RT2c, USNR, Elizabeth, N. J.: As sound operator during sub patrol in enemy waters.

★ MCCAFFREY, Stanley E., Lt. Comdr. (then Lt.), USNR, Whittier, Calif.: As liaison officer with CompWing 68 of the 14th AAF, 1 Aug-19 Sept 1944.

★ MCNITT, Robert W., Lt. Comdr., USN, Perth Amboy, N. J.: Assistant approach officer aboard USS *Barb* from 21 May-9 July 1944.

★ WHIPPLE, Walter J., Capt. (then Comdr.), USN, Vallejo, Calif.: Gunnery officer aboard USS *Denver* in the Vila-Stanhope area, Solomon Is., 5 Mar 1943.

DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ SODERHOLM, Carlton E., Lt. Comdr., USN, Larrimore, N. D.: Completed 25 flights in active combat area from January to June 1945.

Gold star in lieu of second award:

★ EDWARDS, Donald H., 2d Lt., USMCR, Miami Beach, Fla.: Awarded for com-

★ DECORATIONS

Distinguished Flying Cross Cont.

pletion of 40th mission against the enemy.

★ GOODMAN, William E., Lt., USNR, Tulsa, Okla. (missing in action): Patrol plane commander in action against enemy in the Pacific area from 23 Dec 1944 to 18 Feb 1945.

★ TUBB, Arthur M., Ens., USNR, Dallas, Tex., (Missing in action): Fighter pilot operating from USS *Enterprise* on 11 and 14 Nov 1944.

★ WILSON, Billie L., Lt.(jg), USNR, Akron, Ohio: Awarded for 15 strikes against the enemy in vicinity of Kyushu and Okinawa and 20 destructive strikes against enemy territory, March, April and May 1945.

First award:

★ BAKER, Douglas, Lt.(jg), (then Ens.), USNR, Lindsay, Okla., (missing in action): Fighter plane pilot attached to USS *Enterprise* in the Philippines 15 Oct 1944.

★ CASSELL, George L., Lt., USNR, Dallas, Tex.: Fighter plane pilot against enemy territory, 13 Nov 1944 to 20 Feb 1945.

★ CLARK, Rosser L. Jr., Lt.(jg), USNR, Greensboro, N. C.: Service over enemy territory and on Okinawa 15 Mar-12 May 1945.

★ CRITES, Simon Jr., Lt.(jg), USNR, Corpus Christi, Tex.: Operations against the enemy on Kyushu and Okinawa in March and April 1945.

★ EDWARDS, Donald H., 2d Lt., USMCR, Miami Beach, Fla.: Awarded for completion of 40th mission against the enemy.

★ KELLEY, Stephen F., Lt.(jg), (then Ens.), USNR, Woodhaven, N. Y.: Pilot of a carrier-based plane in vicinity of Formosa, 15 Oct 1944.

★ ROTH, Walter L., Lt., USNR, Rock Island, Ill.: Action in a combat area where enemy fire was expected to be effective, from 25 March until 20 June 1945.

★ SEAMAN, Bleecker P. Jr., Lt. USN, Dallas, Tex., (missing in action): At-

tached to air group aboard USS *Randolph* during initial raids on Jap empire, 16 Feb 1945.

★ SULLIVAN, Thomas M., Capt., USMCR, Santa Ana, Calif.: Operations against the enemy and destroying installations on the Palau Is. and Western Caroline Is.

★ TYLER, Murray H., Lt., USNR, Sulphur Springs, Tex.: Leader of a fighter plane section during action against Wake Is., atolls in the Gilbert and Marshall groups, and Saipan and Tinian from 1 Sept 1943 through 24 Mar 1944.

NAVY AND MARINE CORPS MEDAL

★ CLARK, Anthony B., S1c, USNR, Chicago, Ill.: While attached to AT5 One on 6 Dec 1944.

★ DAME, James R., Ens., USCG, Des Moines, Iowa: Rescue of personnel off HMS *Leopoldville* on 24 Dec 1944.

★ DOODY, James J., Lt. (jg), (CEC) USNR, Sacramento, Calif.: Rescue off coast of Mios Woondi Is. on 13 Dec 1944.

★ FRASIER, Clarence A., CPhM, USNR, Minneapolis, Minn.: During bombardment of Canacao and Bataan by enemy forces, December 1941 and January 1942.

★ KOECHOWSKI, Walter, ACMM, USN, Quinwood, W. Va.: Aboard a Navy transport when it crashed near Beltsville, Md., 17 May 1945.

★ LEFFLER, Harris P., MoMM2c, USNR, Washington, D. C. (posthumously): Attempting rescue from USS *Parche* in enemy waters 10 Feb 1945.

★ LEWIS, Edwin L., Cox., USCG, Brooklyn, N. Y.: Aboard USCGC *Cartigan* off Cape May, N. J., 1 Feb 1945.

★ MCMANUS, Philip S., Lt., USN, Holyoke, Mass.: Rescue while attached to USS *Rowe* in the Pacific, 17 May 1945.

★ MANSUR, Charles C., Ens., USNR, Sioux Falls, S. D. (posthumously): Rescue mission in Seadler Harbor, Admiralty Is., 6 Apr 1945.

★ OVERTON, Alan G., Lt., USNR, Norwalk, Conn. (posthumously): Patrol plane commander in hurricane off Puerto Castillia, Honduras in October 1943.

★ PARMELEE, Leroy G., S1c, USNR, Ypsilanti, Mich.: Aboard a large aircraft carrier off Shikoku Is., on 19 Mar 1945.

★ REID, Joseph W., S1c, USNR, Brookline, Mass.: Aboard a carrier off Kyushu Is., 19 Mar 1945.

★ SCHUETTE, Walter H., CBM, USN, Marshfield, Wis.: Rescue while attached to USS *Talladega* in waters off Ulithi, on 3 May 1945.

★ STILLMAN, John H., Lt., USNR, Troy, N. Y. (posthumously): Aboard USS *Crestes* in the Pacific area, 30 Dec 1944.

★ TILLER, Jennings R., S2c, USCGR, Varney, W. Va. (posthumously): Aboard USS *Jackson* during hurricane off Cape Hatteras, on 14 Sept 1944.

BRONZE STAR MEDAL

Gold star in lieu of second award:

★ CLARK, Albert H., Lt. Comdr., (then Lt.), USN, Orindo, Calif. (missing in action): Assistant approach officer, USS *Trout*, third war patrol, Shiono-Ashizuri Saki area, 24 Mar-17 May 1942.

★ HEGE, Raymond W., Capt. (MC), USN, San Diego, Calif. (posthumously): Attached to staff of Com1st CarTaskFor on USS *Bunker Hill*, Pacific war area, 20 Dec 1944 to 11 May 1945.

★ SHAW, Ralph T., CTM, USN, Bay field, Colo. (missing in action): Attached to USS *Grayback* during first war patrol in Pacific, 15 Feb-10 Apr 1942.

★ SINCAVICH, John W., Lt. (then Lt. [jg]), USN, Woodbury, N. J. (missing in action): Diving officer aboard the USS *Trigger* during the eighth war patrol in the Caroline Is. area, 1 Jan-23 Feb 1944.

First award:

★ BARTHOLDI, John J., Capt., USN (Ret), San Diego, Calif.: Convoy commodore, 11 May 1942 to 8 May 1945.

★ BUNNELL, Gilbert F., Capt., USNR, Amityville, N. Y.: Convoy commodore, 28 Aug 1942 to 8 May 1945.

★ COOKE, Henry D., Rear Admiral, USN (Ret), Long Island, N. Y.: Convoy commodore, 6 Mar 1942 to 8 May 1945.

★ DEVEY, Robert F., F1c, USN, Rochester, N. Y.: Crew member of a submarine during a war patrol.

★ GRIDER, George W., Comdr., USN, Palos Verdes Estates, Calif.: Assistant approach officer on the USS *Hawk-bill* during her first war patrol, Southwest Pacific area.

★ HALAS, George S., Comdr., USNR, Chicago, Ill.: Welfare and recreation officer for the Pacific Fleet, 7 May-1 Nov 1945.

★ KIMBALL, Ralph F., FC1c, USN, Long Beach, Calif. (missing in action): Assistant to the torpedo data computer operator aboard USS *Pickering* during first five war patrols in the



Mainsheet (NTC, Bainbridge, Md.)
"His mother was frightened by a Marine sergeant."



TadCen Topics (Camp Elliott)
"You remember that kitten you sent me from North Africa."

Pacific area, 8 Dec 1941 to 26 Aug 1942.

★ KINSELLA, William T., Comdr., USN, Wilkes-Barre, Pa.: Assistant approach officer, executive officer and navigator on USS *Blackfish* during a war patrol.

★ KRAPP, Arthur E., Lt. Comdr., USN, Annapolis, Md.: Commanding officer of USS *Jack* on the sixth war patrol, 6 Aug-24 Aug 1944.

★ MOREHOUSE, Albert K., Capt., USN, Coronado, Calif.: Plans officer on the staff of ComAirSoPac, 20 Nov 1943 to 1 May 1944.

★ OAKLEY, Thomas B., Comdr., USN, Los Angeles, Calif. (missing in action): CO of USS *Growler* during a war patrol in the Pacific area.

★ PALMER, R. G., RdM3c, USNR, Bakersfield, Calif.: Radar operator aboard the USS *Haggard* when the ship destroyed a Jap sub in the Philippine Sea, night of 22-23 Mar 1945.

★ PETERSON, Calvin J., TM3c, USNR, Twin Valley, Minn.: Gunner on USS *Haggard* off Ryukyu Is., 29 Apr 1945.

★ ROBBINS, John H., Capt. (MC), USN, Long Beach, Calif.: Force medical officer on the staff of ComSoPac, 12 Feb-26 Sept 1945.

★ SAUER, David C., Lt.(jg), (then Ens.), USNR, Minneapolis, Minn.: Boat captain of PT 204 attached to MTBron15 during engagement off Menthon, France, night of 18-19 July 1944.

★ SCHROTT, Kenneth H., CMM, (then MM1c), USN, Peekskill, N. Y.: Service aboard carrier near Philippines, 24 Oct 1944.

★ SCHULTZ, Gerald, MM1c, USNR, Moorehead, Minn.: For service in damage control work in engineer room of his ship.

★ SCOLAS, William V., PhM3c, USNR, Warsaw, Ind.: Hospital corpsman in action against Japanese forces on Tinian, 4-25 July 1944.

★ SELLECK, William M., RM1c, USNR, New Rochelle, N. Y.: While serving aboard the USS *Albert W. Grant* in action against Japanese fleet units in the Battle of Surigao Strait, 25 Oct 1944.

★ SHARP, Reuben L., Comdr., (MC) USNR, Morristown, N. J.: Commanding officer of a medical company during action against Japanese forces on Saipan, Marianas Is., 15 June-9 July 1944.

★ SHEFCHEK, Henry Jr., Ens., USNR, Vancouver, Wash. (missing in action): For service aboard USS *Shark* during an aggressive war patrol in the Pacific area.

★ SHOOP, William G. Maj., USMC, Freeport, Pa.: Rifle company commander in an infantry battalion, Iwo Jima, 28 Feb 1945.

★ SIMON, Joseph H., Sgt., USMC, Trenton, N. J.: As a forward observer during operations on Iwo Jima, 2 Mar 1945.

★ SMITH, A. G. Jr., CRT, USNR, Pawnee, Okla.: In connection with the sinking of a Japanese sub by USS *Haggard*, night of 22-23 Mar 1945 in the Philippine Sea.

★ SMITH, Fred L., StM1c, USNR, Monroe, La. (posthumously): Member of a gun crew aboard a vessel during

attack by Japanese aircraft in the Pacific area.

★ SMITH, Paul F., Lt. (jg), USN, Mansfield, Ohio: Sky control officer on board a cruiser during operations against enemy in the Southwest Pacific.

★ SNIDER, Melvin R., CRM, USN, New London, Conn.: Aboard the USS *Tirante* during second war patrol in East China and Yellow Seas, 20 May-19 July 1945.

★ STARCEVICH, M. T., 1st Lt., USMC, Mystic, Iowa: Rifle platoon leader in an attack against enemy positions on Iwo Jima, 26 Feb 1945.

★ STOKES, Harold P., ACMM, USN, Jacksonville, Fla.: Aboard USS *Saint Lo* during action against enemy surface forces and aircraft near Philippine Islands, 25 Oct 1944.

★ STOVALL, William E., S2c, USNR, Hamilton, Ala. (posthumously): Gun pointer aboard USS *Samuel B. Roberts* off Samar Is. during Second Battle of the Philippine Sea, 25 Oct 1944.

★ STYRON, Charles W., Lt. (MC), USNR, Raleigh, N. C.: Medical officer of an assault battalion during operations on Saipan, 15 June-10 July 1944.

★ SWAFFORD, C. A., Capt. (then Comdr.), USN, Mobile, Ala.: CO of USS *Tappahannock* and also as a task unit commander of the fuel support group supporting 3d Fleet attacks, the Western Caroline and Philippine areas, 20 Aug-13 Dec 1944.

★ TABALAS, George, CRM, USN, New Bedford, Mass.: As a sonar operator and radioman, contributed to the sinking of much enemy shipping.

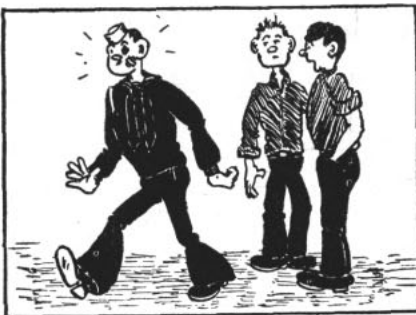
★ TAYLOR, Howard W., Comdr. (then Lt. Comdr.), USN, Slidell, La.: Member of salvage party attached to the USS *Omaha* during operations on a burning steam vessel, 19-21 May 1942.

★ TAYLOR, James, StM1c, USNR, Miami, Fla. (posthumously): Gun crew member during attack by Japanese aircraft in the Pacific area.

★ TAYLOR, Leroy F., S2c, USNR, Barberton, Ohio (posthumously): Member of gun crew aboard a cruiser off Luzon Is., 5-6 Jan 1945.

★ THURMOND, Willard A., S1c, USNR, Madison, Ga. (posthumously): Service with USS *Samuel B. Roberts* off Samar Island during Second Battle of the Philippine Sea, 25 Oct 1944.

★ TIEASKIE, Mitchell N., MoMM1c, USNR, Wann, Okla.: Amphibious landing operations in the area of Bosnik, Biak Is., New Guinea, 27 May 1944.



Daily Separator (PerSepCen, Norman, Okla.)

"He came in with the tide and went out with a Wave."



The Bull Horn (NATTC, Norman, Okla.)

"Sick? No, but I'll think of something before I get there."

★ TIFFANY, William M., Lt. (jg), USNR, Pittsburgh, Pa. (missing in action): Plotting officer of USS *Barbel* during her first war patrol.

★ TRICE, Robert H., CBM, USN, Howardsville, Va.: Service on a carrier during operations near the Philippines, 24 Oct 1944.

★ TURNER, William H., Lt. (jg), USN, Hawthorne, N. J. (missing in action): Plotting officer of USS *Shark* during a war patrol in the Pacific.

★ VAN ARSDALE, Gordon D., Lt. (jg), USN, Yuba City, Calif.: Ordnance liaison officer during campaigns in the Southwest Pacific area.

★ VINSON, Arthur G., PhM1c, USNR, Uvalde, Tex.: Aboard USS *Saint Lo* in the vicinity of the Philippines, 25 Oct 1944.

★ WACHUNAS, Charles S., EM3c, USNR, Albany, N. Y. (posthumously): While serving on USS *Princeton* off Luzon, Second Battle of the Philippine Sea, 24 Oct 1944.

★ WARNER, R. F., 2d Lt., USMC, Dayton, Ohio: Naval gunfire observer on Iwo Jima, 19 Feb-5 Mar 1945.

★ WEAR, Willie G., CCM, USNR, Houston, Tex.: Attached to the 81st USN-CB during invasion of France, 6 June 1944.

★ WEGE, Carl D., 2d Lt., USMC, Milwaukee, Wis.: Platoon leader attached to Marine infantry battalion on Iwo Jima, 24 Feb-2 Mar 1945.

★ WELLINGS, Timothy F., Capt., USN, East Boston, Mass.: CO of USS *Wyoming*, September 1944 to September 1945.

★ WENZEL, Louis P., Capt., USN (Ret.) New York, N. Y.: Convoy commodore, 27 Oct 1942 to 8 May 1945.

★ WETHERALD, Thomas R., MM1c, USNR, Buffalo, N. Y. (posthumously): Attached to USS *Samuel B. Roberts*, off Samar Is., Second Battle of the Philippine Sea, 25 Oct 1944.

★ WHEELLESS, Thadus F. Jr., S2c, USNR, Aubrey, Tex.: Plane handler on USS *St. Lo*, vicinity of the Philippines, 25 Oct 1944.

★ ZALESKI, Frank M., S2c, USNR, Phalanx, N. J. (posthumously): First leader for No. 2 gun of USS *Samuel B. Roberts*, off Samar Is., Second Battle of the Philippine Sea, 25 Oct 1944.

BOOKS: WRITERS OFFER COUNSEL ON TOMORROW'S LIVING

INTEREST and enthusiasm to be the owner of a home and a plot of ground is growing among men in uniform. To help some of these self-made architects convert dreams into potential realities some practical and provocative books on homes and post-war living are being made available to ship and station libraries.

The most startling book on ideas for houses became a best seller practically upon publication, "Tomorrow's House," by George Nelson and Henry Wright. The authors—the first being managing editor of *Architectural Forum*, the other a *Fortune* editor—insist with some startlingly beautiful pictures of homes that America must accept a great many new and unfamiliar ideas to keep living and comfort in tune with and a part of these times. The authors have made a fresh study of the relationship of interiors to exteriors, of privacy to family pleasures, and of space to cost. The kitchen, for instance, can be both a work center and a handsome and attractive place for entertaining. Some interesting and valuable suggestions are included in the use of flexible partitions, built-in furniture, bathrooms with adequate "counter space" for equipment needed in washing, shaving, and bathing, and a very special tub that fills and empties quickly.

The authors also present plans and practicalities for radiant floor heating which eliminates drafts and uneven heating, and, in many cases, even eliminates the need for a basement. This makes such a heating system

actually cheaper to install in new homes than the old-fashioned type, and of course far lower in operating cost.

A great deal is said these days about the need for adequate lighting, but the authors point out that electric light fixtures in the average American home are haphazard and poorly planned. Such improvements as luminous ceilings, bedroom reading lights whose constricted lights let others sleep, small safety lights in dark hallways or to indicate treacherous stairs, are only a few of a wide variety of possibilities which they suggest.

Some of the other features mentioned are sound conditioning and air exhaust ventilating systems for kitchens and baths. Also a glass called thermopane, which has as high an insulating value as regular brick wall construction, has made considerable imprint on new ideas for windows. And there are some clever architectural tricks for controlling sunlight and the neighbor's view, still leaving plenty of windows.

The Practical View

The authors predict that tomorrow's house will be built on a production and assembly line basis. The smaller units, kitchens, cupboards, bathrooms, partitions of walls, etc., will be turned out by thousands but assembled individually on the site.

Even if you have little inclination for the stark simplicity and functional design of "tomorrow's house," there are many ideas in this book worthy of careful scrutiny and consideration.

"Planning Your Home for Better Living," by Dunham and Thalberg, is not as drastic in technique as "Tomorrow's House," but is perhaps more appealing to the average taste. This book emphasizes the small and medium sized modest home, rather than the more elaborate architecture and decoration that is typified by the movie colony home. There are some hundred photographs, drawings, and floor plans, important suggestions for proportioning of rooms, proper methods of construction, types of material, painting, decorating and landscaping. And also there are the very important aspects of the legalities and finances of home building. For the future home-builder and home-owner this book presents a comprehensive group of problems, solutions, and a variety of ideas.

"Building and Buying a Home," by B. K. Johnstone, is even more sober and cautious in approach, with the first chapter guiding and warning the prospective home-owner against assuming disproportionate financial obligations. And there are warning words about the selection of sites, and information about the factors controlling

costs, emphasizing that initial cost is not the last cost. Also there is information about judging the construction of a finished house. These points are substantiated and clarified with liberal illustrations of animated diagrams. The book is intended to help and warn the prospective home-owner and deserves his astute attention.

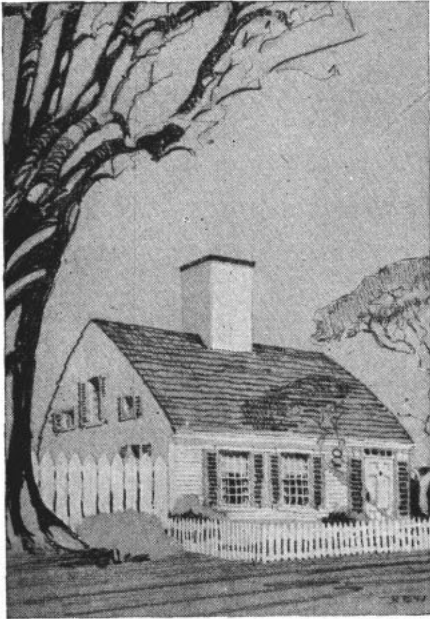
"Houses for Homemakers," by Wills, is a collection of house plans that will hold a subtle fascination for the prospective home-owner. The houses are of varying sizes costing from \$2,500 up, with floor plans and exterior views included with some valuable hints and construction details.

Lure of Farming

For many, farming holds infinite attraction as a way of life. Perhaps the greatest single appeal is that of space and fresh air, and again it may be the urgent desire of nearly every man who has ever been in uniform to be his own boss. But these enthusiasms are vague at best, and for a finer breakdown of the necessary demands on capabilities, practical experience and adaptability, we suggest "What Is Farming," by W. M. Teller and G. E. Larson. The authors write from personal experience and give elementary information on the various kinds of farming, advice on agencies, for instance the county agent who can be invaluable to the beginning farmer. Also the pros and cons are presented as to whether it is wisest to purchase, rent, where to farm and what to raise. Perhaps the most useful part of the book deals with actual charts of costs, expectations, etc. Basically, however, this is not so much a how-to-do-it book as it is a practical how-to-decide-whether-or-not-to-do-it book.

"How to Live in the Country Without Farming," by Milton Wend, may appeal by its very title to those who have the "Gentleman Farmer" complex. But to live as one, and as the author recommends, necessitates considerable capital. However, the book covers a variety of sound material, the buying of land, repairs and improvements both indoors and out, all to the eventual self-maintenance from the garden, orchard, livestock, etc. But this is a book residing in the upper income strata, so be prepared!

Besides these books already mentioned, there are innumerable articles appearing constantly in every type of magazine from *The Readers Digest* to *The Architectural Forum*. Also there is excellent pamphlet material put out by various government agencies which is available through the Superintendent of Documents. For a penny postal card addressed to the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., a list can be obtained of countless valuable and useful pamphlets available for not more than 10 or 15 cents. These provide the practical sort of information needed by the man who is concerned not with the dream house in the dim future, but with an immediate problem of conversion, remodeling, or providing any structure that will keep out the weather and keep in a growing family.



HOUSES FOR HOMEMAKERS, from which this sketch is reprinted, has plans and hints of the kind a prospective homeowner likes to mull over.

POINTS

(Continued from Page 5)

program which starts with a poll of the activities to find out just how many people they will need to carry on necessary functions at a future date. Taken periodically, these advance requirements inventories enable the Navy to figure out how many thousand people it'll need on that future date and just how many personnel can be made eligible for release on that date.

Here's how a reduction in the Navy point system is worked out:

First step after the over-all manpower needs have been assembled, totalled and turned over to the demobilization statistician is to subtract that number from the number of people "on board." The difference represents the gross number of men and women that can be made eligible for discharge. However, to this figure is added the scheduled input between the last announced point cut and the cut being figured. This input includes re-enlistments, enlistments, transfers to the regular Navy and Selective Service inductions. But the Navy's demobilization rate is in no way dependent on intake of "new blood" but rather on the rate of roll-up of naval activities and the reduction in the Navy's tasks. No matter what the intake, the Navy's demobilization is scheduled to be entirely completed by 1 September.

Death, too, figures in demobilization. From the gross separation total must be deducted the estimated number of people who will die in service before the point cut becomes effective. Once this is done the statistician has the estimated number of returns to civil life needed in order to trim the complement to the new requirements. From this estimated number of returns to civil life must be subtracted the number of people who can be expected to get out of uniform by means other than the point discharge system, i.e. marriage, hardship, etc. This final figure is the net number of men and women that can be made eligible for separation by points on the proposed date.

20 Percent Stay On

This may surprise you but, nevertheless, based on experience the statistician has found that approximately 20 percent of those made eligible for release by each point cut have not taken their discharge immediately. These include people in naval hospitals, brigs and in transit as well as those who want to stay in awhile longer for their own convenience. Too, it includes those who are held for a short time because of their necessity. There are few of them.

At any rate, if this 20 percent was not taken into consideration, actual separations would run approximately 20 percent behind possible separations. To compensate for this lag, the sta-



Photograph from Press Association, Inc.

JAP REPATRIATES are sprayed with DDT in a Korean port before being shipped back to Japan. Enemy repatriation still requires Navy's help.

tistician adds to the eligibility list a sufficient number of men to make actual separations cut the complement down to the revised requirement.

Finding how many points to cut to achieve the necessary reduction in complement is easy. It's more or less a matter of consulting a chart which shows just that—a one point cut will release so many, a two point cut so many, and so on. The chart is based on the number of points accumulated by various groups of personnel.

To get a better idea of how the statistician figures the newest point cut we can take some hypothetical figures and go through the process. Assume it is found the Navy will need 2,000,000 two months from now. The statistician then finds that on that date Navy personnel will total 2,300,000 so he subtracts the requirement figure and finds that gross separations may total 300,000. To this he adds the scheduled input—approximately 25,000 men who will come into the Navy by enlistments, inductions, etc., thus releasing an additional 25,000.

From the 325,000 thus achieved, he must subtract a hypothetical 1,000 representing the number of people who can be expected to die before the cut takes effect. Too, he must subtract another hypothetical 9,000 people who will get out of service by means other than the point system, such as hardship, marriage, etc. This places the net separation figure at 315,000.

But he realizes that making 315,000 eligible for release does not assure that the 315,000 will flow through separation centers. That's because of that 20 percent lag. To adjust this he cuts the points a little more, extending eligibility (in this hypothetical case) to 80,000 more people for a total of 395,000. This will result in a monthly flow of 315,000 personnel through separation centers two months from now.

Another phase of cutting points are the adjustment of the program so as to retain on board those who are greatly needed these days. It's easy to

see that the vast amount of "paper" work needed in demobilizing the Navy makes yeomen more important than aviators now. This is reflected in the higher critical discharge scores assigned to yeomen and the low scores required of naval aviators.

During the early stages of the demobilization it was even necessary to "freeze" certain specialists so as to protect the operation of the Navy but, as Vice Admiral L. E. Denfeld, USN, Chief of Naval Personnel, pointed out last month, there are no "frozen" personnel now, and the number of ratings requiring higher point scores has been reduced.

What's the outlook for demobilization? Speaking for the Navy, Admiral Denfeld told Congress in mid-January that "we can foresee nothing that will interfere with the continued speed of Navy personnel demobilization."

Ahead of Schedule

Demobilization statistics showed early last month that the Navy was not only meeting its schedule of releases but even keeping a little ahead. Under the schedule, half of the demobilization was to have been completed by the last of January or early February, two-thirds by Easter and entirely completed by 1 September when the Navy expects to have 558,000 people manning the 1,047 combatant ships of the postwar fleet (see p. 16). Another indication of the speed of Navy demobilization was disclosed with the announcement that 419,000 people were released in December, 19,000 of them on one day. This was partly the result of the effort made to get men nearing release home for Christmas.

Just after the first of the year, the Navy moved to further expedite demobilization by ordering all continental commanding officers to move up as much as 45 days the discharge date of any enlisted personnel "for whom suitable work cannot be found in the naval district or in the man's or woman's home naval district."

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

ADDITIONAL INDUCEMENTS FOR ENLISTING

The Navy as a peacetime career is going to be made more desirable than ever before. That was the object of legislation in a Senate-House conference on Capitol Hill as ALL HANDS went to press.

Originated in the Senate, the bill is frankly labeled as a measure "to provide additional inducements . . . to make the United States Naval Service

a career . . ." Passed by the Senate, and later by the House of Representatives with minor amendments, if approved by the President, the bill will offer the following "additional inducements":

- After 20 years' service men may transfer to the Fleet Reserve. Upon this transfer, except when on active duty, pay for them is authorized at

2½ percent of their base pay at the time of transfer, multiplied by the number of service years for which they are entitled to credit in reckoning their active duty pay. For men who have performed extraordinarily heroic deeds on duty pay may be increased by 10 percent. SecNav will define what constitutes extraordinary heroism. Men with 20 years' good conduct marks not under 95 percent of 4.0 are also entitled to the additional 10 per cent pay. At the end of 30 years' service, enlisted men transferred to the retired list of the regular Navy will get retirement pay due them at the rate they held when they went over to the Fleet Reserve.

- Fleet Reserve enlisted men who have served more than 16 years in the regular Navy, or men on the regular Navy retired list subsequently ordered to duty in a time of national emergency will have such service time considered in the computation of their retainer or retirement pay when returned to inactive duty. This computation will, of course, include any advances in ratings and increases by reason of good conduct, heroism or longevity. Such pay will not, however, be higher than 75 percent of the pay received in the rating at which they returned to inactive duty.

- The President is given authority to commission not only warrant officers and commissioned warrant officers as authorized at present, but also regular Navy CPOs who have had not less than three years in rating.

- The President is further granted power to commission enlisted men with not less than four years' service and of not over 33 years of age to the rank of ensign, staff and line. Only one year of the requisite number of years for eligibility for these appointments need be served in the regular Navy; the rest on active duty with the reserves after 8 Sept 1939 and before the termination of the present war as proclaimed by the President or Congress.

- An enlisted man (the present law applies only to officers) or an officer disabled on duty while holding a temporary rank or rate can be retired with 75 percent of the pay of that temporary appointment. A naval board must determine that a man has at least 30 percent permanent disability, and that it is the result of duty in war or national emergency. The naval retirement board must begin its investigations, however, within six months after the termination of the tempo-

DEMOBILIZATION POINTS REDUCED

Critical scores for discharge under the Navy's point demobilization system were slashed twice last month with the announcement of reduced scores through 2 April, bringing the critical score for most male enlisted personnel to 30 on that date, for male commissioned and warrant officers to 37, for female enlisted personnel to 20 and for female officers to 26.

Brightest note in the two Alnavs (6-46 and 40-46) was the unusually heavy cut in scores for high-point personnel on the "restricted" list whose specialized work has made them essential to the operation of the Navy. For example, the score for male yeomen was cut from 40 on 2 March to 38 on 15 March to 36 on

2 April—a four-point cut within a month.

Further indicating scores for "restricted" personnel will topple even faster, Alnav 40 declared it is anticipated that "on or before" 2 June all restricted enlisted personnel scores will be equal to the general score for male and female enlisted personnel. It warned commanding officers to train personnel as replacements for such restricted personnel.

On 2 April, discharge scores for all male enlisted personnel will range from 30 to 36 points while the release score for all female enlisted personnel will range from 20 to 23.

As a result of the two January point-cut announcements, critical scores for the discharge of naval personnel are:

	2 Feb	2 March	2 April
Male commissioned and warrant officers (except those classified MC and naval aviators in flight status)	41*	39†	37
Male officers classified MC—doctors	50	49†	47
Naval aviators in flight status (ensigns)	20	20	20
Naval aviators in flight status (other than ensigns)	28*	26†	24
Male enlisted personnel (except those listed below)	34*	32†	30
Water tenders (except WT [CB]); machinist's mates (except MM [CB] and MMG); chief commissary stewards; ship's cooks and bakers	38	37†	34
Male yeomen and storekeepers (except SK [CB] Stevedore)	41	40‡	36
Male mailmen	36#	32†	30
Male machinist's mates (G)	38¶	32†	30
Male electrician's mates (except EM [CB])	36	35	34
Male specialists (C)	41	40§	34
Male specialists (I) punch card accounting machine operators	41	40‡	36
Male specialists (X) transportation	41	40‡	36
Male hospital corpsmen (PhT) physical therapists and (OT) occupational therapists assigned to duty in continental U. S. Naval Hospitals or U. S. Naval Special Hospitals	41	40‡	36
Female officers (including those classified MC, HC and H)	28	27	26
Nurse Corps	28	27	26
Female enlisted personnel (except those listed below)	22	21	20
Female yeomen, storekeepers and specialists (I) punch card accounting machine operators	26	25†	23
Female specialists (C) classification and specialists (X) transportation	26	25§	20
Female mailmen	26‡	21	20
Female hospital corpsmen in same categories as male corpsmen listed above	26	25‡	21

* Critical score drops 1 point on 15 February.
 # Critical score drops 2 points on 15 February.
 † Critical score drops 5 points on 15 February.
 ‡ Critical score drops 1 point on 15 March.
 § Critical score drops 2 points on 15 March.
 ¶ Critical score drops 3 points on 15 March.

rary appointment or release from active duty.

• Enlisted men of any branch of the Navy, Coast Guard, or Marine Corps shall be granted travel allowances of five cents a mile from the place of discharge to the place of enlistment if discharged on or after 1 Feb 1945 for the purpose of enlisting in the regular establishment of any of the armed forces.

Sailor's Seabag Doomed; 'Clothing Container' To Join Postwar Navy

In another move to bring the standard Navy "lash-up" for enlisted men up to date, a Navy board is meeting to consider designs for a clothing container to replace the seabag, centuries-old companion of seagoing men.

A logical follow-up to the elimination of mattress and hammock from personal gear, the search is expected to provide a more adequate container for the proposed new enlisted men's uniform now undergoing tests by the Navy (see p. 6).

Way was cleared officially for the new bag in December when the wording of the Uniform Regulations of 1941 was changed to provide for a "clothing container" in the place of the seabag. However, rigorous tests in actual use will be undergone before the new bag will be adopted for general use.

With cost the biggest problem to lick, the board is attempting to replace the traditional Navy man's carryall with a container incorporating some of the features of modern luggage which will be fire-resistant, mildew-proof, lightweight and more durable and attractive than the canvas seabag.

The design also contemplates a smaller "readiness" pocket on the outside of the bag for articles used while traveling.

Special News Service Brings Latest Details To Ships' Newspapers

A big boost for ship and station newspapers is a new service provided by Ships' Editorial Association, an activity of BuPers. Beginning immediately, full authoritative news and "inside" information on such subjects as pay, retirement plans, transfers, benefits, education and pending legislation will be provided by airmail for publication in such journals.

The new service, announced in Alnav 19-46 (NDB, 15 January), will go to members of SEA automatically. Commanding officers of activities with other papers may request the service.

New printing regulations in the Navy Department Bulletin of 31 December allow publication of ship and station newspapers without size restrictions if unofficial funds are used. The Alnav pointed out that commands not having papers will find the "Navy Editors Manual"—(ALL HANDS, January 1946, p. 66)—a useful aid in starting one. The manual is now being sent to all commands.

Officers Need Not Pass Physical Exam to Be Eligible for Promotion

For the present, officers otherwise qualified need no longer pass a physical examination to be eligible for promotion according to Alnav 28-46 (NDB, 31 January), which cancels the provisions of BuPers Circ. Ltr. 221-43 (NDB, cum. ed.) requiring all officers to qualify physically.

In the future all personnel will take a physical examination before promotion, but disability will not hold up the promotion and the examination will be forwarded to BuMed solely for record purposes.

In addition this Alnav gives temporary promotions to approximately 800 USN and USNR officers and warrants, whose promotions were previously held up due to physical disqualification, or because they were under hospital treatment, on sick list, on sick leave, or awaiting action of a Navy retiring board.

Officers in these categories when promoted will hold the date of rank they normally would have held if their original promotions had been allowed. Officers on terminal leave need not take a physical examination.

Don't Lose That B/L— You May Foot the Bill For Transporting Gear

Dischargees apparently do not attach enough importance to the original bills of lading issued to them covering shipment of their excess gear from overseas. According to the Association of American Railroads, carriers are experiencing difficulty in obtaining these bills of lading from dischargees with the consignee's certificate of delivery properly completed and signed.

Personnel returning from overseas for discharge carry with them all the personal gear they can conveniently handle. The excess, up to 150 pounds, is shipped under Government bill of lading to the individual's home. The original of the bill of lading is mailed or given to the dischargee to be signed and surrendered to the carrier when the shipment is delivered. Transportation charges will then be paid by the Government. If the bill of lading is lost the owner may be required to pay transportation charges before delivery.

To warn dischargees against losing or destroying these documents, A1StaCon dated 12 Jan 1946 instructs issuing officers to attach a suitable notice to the bill of lading when it is mailed to the consignee. In case the goods are consigned to someone other than the dischargee, the bill of lading with the notice attached is mailed to that individual. A dischargee having his gear shipped to someone else should advise that person to keep the bill of lading until he gets the shipment.

Wrong names and addresses are causing delay and non-delivery of some of these shipments. Prospective dischargees should verify such information before they are ready for separation if they have any doubts.



The Hoist (San Diego)
"You'll be SORREEEEEE!"

Temporary Advances In Rating Now Permanent

All temporary advancements in rating are now permanent, except those given to Fleet Reservists and retired regular Navy men while on active duty.

According to Alnav 39-46 (NDB, 31 January), temporary advancements in rating, including changes in status to pay grade one, effected subsequent to 30 June 1944 are considered permanent as of 1 Feb 1946. All advancements in rating and changes in status to pay grade one effected after 31 Jan 1946 are permanent. Precedence in rating is the date on which advancements actually were effected.

Transferred members of the Fleet Reserve (including Fleet Reservists transferred to retired list of regular Navy) who were temporarily advanced in rating while on active duty, are not affected by the directive. Provisions of BuPers Circ. Ltrs. 70-40 and 18-42 (NDB, cum. ed.), applying to such ratings, remain in force as corrected until further notice.

Alnavs 110-44 (NDB, January-June 1944) and 452-45 (NDB, 31 December) are cancelled effective 1 Feb 1946.

New Separation Policy Prevents Excess Travel

Officers and enlisted personnel who would have to travel more than 200 miles beyond their homes in going from present duty stations to the separation center nearest their home may apply for discharge at their present duty stations (NavAct 1-46, NDB, 15 January).

As an example, an enlisted man whose home of record is Denver, Colo., and present duty station is New York, is scheduled for separation at San Francisco. In order to prevent unnecessary travel beyond Denver to San Francisco and then back to Denver, the man may apply for discharge in New York and receive travel allowance direct to Denver.

This excess "backhaul travel" is now listed as a condition of hardship in Alnav 234-45 and personnel who desire to be separated under its provisions may apply for the privilege. Unless such applications are received, personnel will be sent to the separation center nearest their home.

Q&A: THE NAVY AS A PEACETIME CAREER

FAVORITE PASTIME of most men in service during and immediately after the war was thinking up reasons why they didn't like being in, and for variation thinking up the exotic, elaborate things they were going to do when they got out. Now that the first rash of exuberance generated by the prospect of returning home has worn off, many of those same guys who found plenty wrong with military life are taking a more sober view of the future, especially after comparing the prospects of civilian life with the attractive inducements of a military career.

Reflecting this trend is the number of inquiries being received from Navy enlisted personnel—and the increasing number of enlistments among reservists and re-enlistments among regulars (see p. 72) indicates many men figure a career in the Navy is too good a thing to let get away.

To help enlisted men who haven't made up their minds about their future, here are the answers to some of the most frequently asked questions about the Navy as a career.

Promotions

What are the chances for promotions? Commissions?

• Good—if the man qualifies. As for commissions, a man may progress through the various pay grades to CPO and then take examinations for promotion to warrant officer and commissioned rank. At present there's a bill before the Senate which would guarantee commissions to CPOs who pass the test and qualify. In addition, this bill would make any enlisted man, regardless of rate, eligible for commission if he passes a test after at least four years' service. Too, the Navy annually selects 100 men from the Fleet for officer training at the Naval Academy. As for promotions, enlisted advancement is based on (1) length of service in the lower rate, (2) quarterly marks for proficiency and conduct, (3) qualification in the practical aspects of the higher rating, (4) a technical examination, (5) recommendation of the commanding officer, and (6) BuPers authorization for filling vacancies. The service, sea duty, and marks requirement for advancement are shown in the box below:

Length of 'Hitch'

How long are enlistment "hitches" now?

• Men 18 to 30 years old inclusive can enlist or re-enlist for two, three, four or six years—whichever they choose. Men over 30 can enlist or re-enlist for the same periods but their applications must be approved by the Bureau of Personnel. Those 17 years old may enlist for two or three years, but not beyond their 21st birthday.

Bonus and Rates

What are the cash benefits for enlistment or re-enlistment?

• For all ratings, whether they are regular, reserve or USN-1, the bonus is \$50 for each year of active service in the current term of acting duty just ending. In addition, men re-enlisting get their mustering out pay in a lump sum on the date of their discharge or release or in installments. Mustering out pay amounts to \$300 for overseas veterans and \$200 for others, except those who have served less than 90 days but more than 60 days. The latter get \$100 and those with less than 60 days receive none.

In what pay grade does an inductee or reservist transfer?

• Transfers of inductees and reservists to the regular Navy in general service ratings, if effected within three months of discharge, will be in the rate held at time of discharge. Ratings in which Seabee personnel transfer are specified in Alnav 374-45. Currently, specialists and ship repair personnel cannot transfer to the regular Navy without first qualifying for change to a general service rating.



Pay Schedules

Will the present pay schedule continue?

• Yes. And so will the fogies (five percent increase for each three years) and the 20 percent extra for sea and overseas duty. Basic pay grades are:

GRADE	PAY PER MONTH	CLASS OR RATING
1	\$138	CPO, permanent appointment.
1A	126	CPO, acting appointment.
2	114	PO1c
3	96	PO2c
4	78	PO3c
5	66	Nonrated men, first class
6	54	Nonrated men, second class
7	50	Apprentice seamen

Retirement Features

What's the retirement setup?

• Other than retirement because of disability, a man can be retired in two ways. (1) After 30 years of service he can be retired on three-fourths of the base pay and fogies (those five percent increases for each three years of service), he was receiving at the time of retirement. (2) He can "retire" earlier by transferring to the Fleet Reserve after 20 years of service, receiving half of the base pay he was getting at the time of transfer. After 10 years of inactive duty in the Reserve, he will be placed on the retired list and given 50 percent of base pay, plus active service fogies.

An example: A CPO, permanent appointment, would receive \$155.25 a month after being retired upon completion of 30 years of service. Or, if a CPO, permanent appointment, chooses to transfer to the Fleet Reserve at the end of 20 years service he would receive \$69 a month for 10 years after which he would be placed on the retired list at \$110.40 a month for life.

Does your service have to be continuous or in the regular Navy to count toward retirement or transfer to the Fleet Reserve?

• No. All active service either in USNR or USN counts toward retirement or transfer to the Fleet Reserve. Thus "broken" service doesn't alter eligibility. A Navy man who returned to civilian life for a time, then rejoined the Navy counts the previous hitch.



Rating (Pay Grade)	Service Requirement In Present Grade	Marks Requirement	
		Proficiency	Conduct
6	No specified time	None	None
5	No specified time	Above 3.0 for 3 mos.	4.0 for 3 mos.
4	7 months in pay grades 5 and 6 combined	Above 3.0 for 3 mos.	4.0 for 3 mos.
3	6 months	Above 3.0 for 3 mos.	4.0 for 3 mos.
2	9 months. Sea duty of at least 3 months in pay grades 3 and/or 4	Average 3.5 or higher for 9 months	4.0 for 3 mos. and no mark lower than 3.0 for 9 mos.
1A	18 mos. Sea duty of at least 6 mos. in grades 2 and/or 3	Average 3.5 or higher for 1 year	4.0 for 6 mos. and no mark lower than 3.0 for 1 year
1	1 year continuous active service in grade 1A	3.5 or higher for a year	4.0 for 1 year

G.I. Bill of Rights

What happens to my G.I. Bill of Rights benefits if I enlist, reenlist or transfer to the regular Navy?

• All of the privileges under the G.I. Bill of Rights will be extended for men who enlist, re-enlist or transfer before October 1946. The extension will cover the full period of the enlistment, permitting a man to serve a two, three, four or six year hitch and still collect the G.I. Bill's benefits if he decides to return to civilian life at the end of the enlistment.

Family Matters

What about quarters allowances and the wartime family allowances for dependents?

• Any man who enlists or re-enlists before 1 July 1946 can have the wartime family allowances extended for the duration of the enlistment. However, men in the first three pay grades have a choice between the family allowances and monetary allowances in lieu of quarters.

There are three kinds of dependents when considering the matter of family allowances, class "A" (wives and unmarried children under 18), class "B" and "B-1" (parents and brothers and sisters under 18). Class "B" and "B-1" dependents differ in that the latter are dependent on the enlisted man for more than 50% of their support, whereas a straight "B" dependent doesn't get that much support.

The class "A" allowance entitles a man's wife to \$50, plus \$30 for the first child, and \$20 for each additional child, monthly. The enlisted man contributes only \$22 of the basic \$50 in this case.

On the other hand, if he has both "A" and one of the "B" type dependents, say his younger brother, as well as his own wife, he contributes \$27.

Monetary allowance in lieu of quarters amounting to \$37.50 (or more, depending upon the location of the man's duty station) is paid, provided he registers an allotment in an equal or larger amount to be sent to his dependents.

Is medical care provided dependents of naval personnel?

• Generally, yes. Free outpatient medical and surgical (but not dental) care is provided wives, children or dependent parents of naval personnel at nearly all dispensaries and naval hospitals. Inpatient care (including hospitalization at \$1.75 a day) is provided at certain dispensaries and hospitals except in nervous, mental and contagion cases and those requiring prolonged hospitalization. The Navy does not pay charges for treatment by civilian doctors nor costs of care at civilian hospitals. However, under the wartime EMIC (emergency maternity and infant care) program which is still in effect, wives of servicemen in the four lowest pay grades receive free medical, nursing and hospital maternity service throughout

pregnancy, childbirth and until the child is a year old.

Does the Navy pay for transportation of dependents to overseas stations?

• Yes, for dependents of men in the first three pay grades who have at least six months left in his tour of duty at the overseas station. Normally, the Navy provides dependents with transportation to and from overseas stations on naval transports or commercial vessels. However, at present not all stations are "open" and transportation is limited (see p. 36).



Leaves and Allowances

How much enlistment or reenlistment leave is granted?

• Thirty days, but it can be stretched to 60 days by combining it with 30 days rehabilitation leave granted men returning from overseas OR with re-enlistment or extension leave which the man couldn't get during the war. Rehabilitation leave is figured on the basis of two and one-half days for each month overseas, not exceeding 30 days.

Are you given travel allowances for enlistment or re-enlistment leave?

• Yes — in advance and both ways. The allowance is five cents a mile by the shortest, usually traveled route to home of record or other place in the United States and back to duty station, for re-enlistments or extensions made on or after 1 June 1945.

How much leave time will a man be entitled to in the peacetime Navy?

• Thirty days annually, the date or dates for which will be decided by the commanding officer.

Shore Duty

How much shore duty can a man expect in the peacetime Navy?

• A tour of duty ashore will be two years. To be eligible, a man must have served four years at sea or overseas, except for men with aviation ratings who need only three years. Only duty in the United States is considered shore duty, thus allowing a man to include duty at overseas bases in figuring eligibility. A priority system will be set up, so that men with the most sea and overseas duty (over the minimum of four years) will be given shore duty first.

ComServPac Encourages Photographic Activity In All Forward Areas

Establishment of photographic shops on ships and stations in forward areas was authorized "as a part of a well-rounded recreation program," in a ComServPac letter dated 1 Dec 1945.

Use of cameras aboard Navy ships and at stations and installations since the end of hostilities is at the discretion of COs, although many shore areas which during the war were forbidden to all but official photographers now are accessible for "snaphooting."

The shops, outfitted with materials and equipment ordered from surplus aviation supplies, are expected to be positioned to handle portrait work and photographs of Navy groups and activities for personal use, in addition to processing pictures taken by Navy personnel.

Cameras suitable for personal use may be ordered for resale by ship's stores and ship's service stores in the forward areas from surplus Navy equipment and commercial stocks through regular procurement channels. Available cameras range from "brownie" types to equipment capable of professional work. Stocks at supply depots currently are exhausted, BuSandA advises, but will be replenished as soon as manufacturers' production problems are solved.

COs at their own discretion may set up provisions for maintaining security, where it is considered necessary, through procedures to review the output of such photographic shops as may be established.

The letter contains a list of equipment and supplies considered necessary for the establishment of a suitable shop, which may be obtained from the surplus aviation stocks and other sources with non-appropriated welfare funds. Enough equipment and materials are available for outfitting about 50 shops in the forward areas, the letter states. The supply in continental depots already had been requisitioned when this article was written.

Photographic shops for some time have been authorized activity of welfare departments of stations in the continental U. S., subject to COs' approval. Since the photographic equipment in surplus aviation stocks and naval supply depots has been reserved for overseas distribution, availability of cameras at continental activities will depend upon each store's ability to obtain them through civilian sources.

Gift Publications

Newspapers and periodicals now may be sent as gifts to personnel of Navy, Marine Corps, and Coast Guard overseas. Effective 1 Jan 1946 it is no longer required that mailings of such publications be limited to copies sent in fulfillment of subscriptions initiated by the addressees.

Revised GI Bill of Rights Eases Loans And Offers Increased Education Benefits

Important changes were made in the GI Bill of Rights, favoring the discharged veteran, as Congress passed the first major amendment to the Servicemen's Readjustment Act of 1944. Principal changes increase educational benefits and improve loan procedures.

Age restrictions in the original Act applying to veterans wishing to enter education or training courses have now been removed, entitling any veteran regardless of age to a maximum of four years of such courses, depending as before on his length of service. Veterans may begin courses any time within four years after discharge or the officially decreed end of the war, whichever is later, and are allowed nine years to complete them. Originally the limits were two years and seven years, respectively. Proof of "interruption of education," formerly required in certain cases, is no longer necessary.

Effective 1 Jan 1946 subsistence allowances for single men going to school or taking on-the-job training are increased from \$50 to \$65 a month, and for men with dependents from \$75 to \$90. Officers on terminal leave or men being hospitalized pending discharge may begin their studies at once, subsistence payments beginning at the end of leave or upon discharge. No deductions may be made from any future bonus payments for benefits received under the bill.

Other provisions permit veterans to take correspondence courses at Government expense (no subsistence allowances will be paid) and to take short, intensive courses (such as certain technical courses) costing more than \$500, with a proportionate reduction in the period of eligibility.

Home, farm, and business loans may now be made by any lending agency which is subject to examination and supervision by the Government, and restrictions of certain Federal laws are removed. A loan is automatically guaranteed when lending agency and veteran close the deal, provided the terms meet the provisions of the Act and the cost does not exceed the ap-

praisal made by an appraiser designated by the Veterans' Administration.

The new procedure materially speeds up service on loans by eliminating need for advance approval of each application for loan by the Veterans' Administration. Prior approval by Veterans' Administration continues to be necessary, however, for guarantee of loans by lenders not subject to Government supervision or examination.

"Reasonable value" of property has been substituted for "reasonable normal value" as the basic consideration. Determining "reasonable normal value" had proved troublesome in administering the original Act.

Loans on real estate may now be guaranteed up to \$4,000 (formerly \$2,000) although the limit of Government guarantee continues to be 50 per cent of the total amount of the loan. This permits a maximum \$8,000 loan, with the Government guaranteeing half. Real estate loans may be amortized over a period up to 25 years and farm loans up to 40 years. Maturity on non-real estate loans may not exceed 10 years.

Loans may now be guaranteed for all ordinary farming purposes and for any normal business enterprise up to 50 per cent of the total amount of the loan, maximum amount of the guarantee being \$2,000. Loans may also be obtained for refinancing defaulted debts of types eligible for new loans. Applications for any type of loan may be made any time within 10 years after the end of the war.

Other changes include extending benefits of the Act to U. S. citizens serving in the active military or naval service of an Allied government. Such persons must be residents of the U. S. at the time claim is filed, and must not be receiving similar benefits from another nation.

Benefit payments for disabled veterans receiving education and training under Public Law 16 (78th Congress) have been increased from a minimum of \$92 to \$105 for single men and from \$105 to \$115 for men with dependents, plus \$10 a month for the first child, \$7 for each additional child, and \$15 for any dependent parent.

Administrative decisions have recently clarified application of veteran's legislation to certain types of cases. For example:

Any student may go over the limit of \$500 for an ordinary school year exclusive of subsistence allowances where such charge is customary. The period of education to which the student is entitled will be reduced by one day for each \$2.10 of excess cost.

Veterans may receive assistance for courses taken at schools in foreign countries, provided such schools are acceptable to the Veterans' Administration.

Aliens serving in the armed forces of the U. S. are entitled to the full benefits of the GI Bill, except that they must be residing in the U. S. in

order to collect unemployment compensation.

Waves, Spars, Marines, and Waacs who were pregnant at the time of discharge are entitled to prenatal care and delivery in designated Army and Navy hospitals.

If husband and wife are both veterans, both are entitled to educational benefits. The wife draws \$65 a month for subsistence and the husband draws \$90 a month by claiming the wife as a dependent.

Two Highest Discharges To Show Service Record

The provisions of BuPers Cir. Ltr. 355-45 (NDB, 15 December; ALL HANDS, January 1946, p. 63) have been extended by NavAct 3-46 (NDB, 15 January) to include the certificate of discharge under honorable conditions as well as the honorable discharge certificate.

Henceforth both the discharge under honorable conditions, form NavPers 661 revised 12-45, and the honorable discharge, NavPers 660, will carry a transcription of service and awards recorded in the notice of separation including a listing of service on ships and stations, record of medals, decorations and awards, date of enlistment, highest rating achieved, and other identifying data.

Marks of 3.0 in proficiency in rating and 3.25 in conduct must have been maintained during the period of service, and personnel must not have been convicted by GCM or more than one SCM, to receive the honorable discharge certificate. When marks fall below these figures, the discharge under honorable conditions is awarded, provided the dischargee is otherwise eligible to receive it.

The two certificates are identical insofar as veterans' rights are concerned.

Stepparent Has Status As Parent in New Law Affecting Allowances

Stepparents, parents by adoption or persons who have fulfilled the position of bona fide parents for a continuous period of not less than five years, now may be considered as dependents in claiming allowances for dependents by officers and MAQ by enlisted men.

Alnav 11-46 (NDB, 15 January), which announces the recent amendments of the Pay Readjustment Act, Sec. 4, as approved effective 1 Dec 1945, also specifies that divorce of stepparent from blood parent will be deemed as terminating the stepparent-stepchild relationship.

A decision on each case by the Comptroller General is required before any officer may be credited increased allowances on behalf of this type of dependent. Credit of allowance in lieu of quarters (MAQ) for dependent parents must be passed on by BuPers Dependents Welfare Division before disbursing officers will be authorized to make payments under the new provision. Family allowances for enlisted men are not affected by the provision.



The Sky Courier (NAAS, Santa Rosa, Calif.)
"Where have you been? You were discharged two hours ago."

Distribution Arranged For Defense, Victory, And Theater Medals

Area theater medals, the American Defense Medal and World War II Victory Medal will soon be available to all personnel who earned them for service during the past war, according to BuPers Circ. Ltr. 4-46 (NDB, 15 January).



The American Defense Medal is now ready for distribution and the other four are expected to be ready by the first of April, when all five will be sent to separation activities, district head-

quarters within the continental United States, the commanders of Atlantic and Pacific fleets and the Commander Philippine Sea Frontier for distribution.

The Navy desires to distribute the medals to as many individuals as possible before separation from the service and thus has placed responsibility on each individual's last ship or duty station to insert in service records and qualification jackets a list of the medals each man is entitled to receive. Plans are not yet complete for issuing these medals to personnel already separated.

In cases where an individual thinks he is entitled to a medal and there is no record of his earning it in either the jacket or service record, the individual may receive the medal by signing a sworn statement. This affidavit will be forwarded to the Bureau of Personnel. Posthumous awards will be made by BuPers upon application by official next of kin of the deceased.

This distribution applies only to the American Defense Service Medal, American Area Campaign Medal, European-African-Middle Eastern Area Medal, Asiatic-Pacific Area Campaign Medal and World War II Victory Medal. It does not include other naval awards.

COs Urged to Complete All Engagement Entries In Personnel Records

The importance of immediately completing enlisted men's and officers' records to bring appropriate operation and engagement star entries up to date has been pointed out again to COs in Alnav 429-45 (NDB, 15 December).

The instruction was transmitted originally in a BuPers letter to all ships and stations dated 31 Aug 1945 and incorporated in Navpers Pamphlet 15632, which lists ships and units

and the operations and engagement stars authorized for their personnel.

The entries in enlisted men's records and the statements furnished officers are the basis for award and decoration notations on the notices of separation and honorable discharge certificates issued at the time of separation from service.

Six Additional Operations, Engagements Named For Campaign Ribbons

Six new operations and engagement stars have been authorized for area service ribbons and will be included in the first revision of NavPers 15632, "Operations and Engagement Stars," now under preparation.

Following are the new star authorizations, with theater of operations and campaign codes for keying them to NavPers 15632 in parentheses:

European-African-Middle Eastern Area

- Reinforcement of Malta, 14-21 April, 3-16 May 1942 (Code E8).
- Convoy HX-229, 16-18 Mar 1943 (Code E225).
- Minesweeping operation in Bay of Cagliari, Oct-Nov 1943 (Code E226).

Asiatic-Pacific Area

- Third Fleet operations against Japan, 10 July-15 Aug 1945 (Code P35).
- Kurile Islands operations, 1 Feb 1944-1 Aug 1945 (Code P36) with only one star for participation in one or more of the following: Musashi Wan, Kurabu Zaki, 4 Feb 1944 (Code P36-1); Matsuwa 13 June 1944 (Code P36-2); Kurabu Zaki, 26 June 1944 (Code P36-3); Matsuwa, 21 Nov 1944 (Code P36-4); Suribachi Wan, 5 Jan 1945 (Code P36-5); Kurabu Zaki, 18 Feb 1945 (Code P36-6); Matsuwa, 16 Mar 1945 (Code P36-7); Search in Okhotsk Sea and bombardment of Suribachi, 19 May 1945 (Code P36-8); Matsuwa, 11 and 12 June 1945 (Code P36-9); Attack on enemy convoy west of Kurile Islands, 25 June 1945 (Code P36-10); Search in Okhotsk Sea and bombardment of Suribachi Wan, 17 and 19 July, 22 July 1945 (Code P36-11); and anti-shipping sweep of Matsuwa-Kurabu Zaki and Suribachi, 11 Aug 1945 (Code P36-12).

- Borneo operation, 27 Apr to 20 July 1945 (Code P37), with only one star for participation in one or more of following: Tarakan Island operation, 27 Apr-29 May 1945 (Code P37-1); Brunei Bay operation, 7 June-15 July 1945 (Code P37-2); and Balikpapan operation, 15 June-20 July 1945 (Code P37-3).

Also in the Asiatic-Pacific area listings, Guam was added to the definition of the area determining eligibility for the Philippine Islands operation star for 8 Dec 1941 to 6 May 1942 (Code P3), and dates for Morotai landings (Code P28-8) are changed to 11 Sept 1944-9 Jan 1945, extending the over-all date for the Western New Guinea operations (Code P28) to 9 Jan 1945 also.

Patience, Please! Claims For Travel of Dependents In Five-Month Backlog

Requesting patience on the part of those whose claims for reimbursement of authorized personal travel or travel by dependents are outstanding, the BuPers Transportation Activity has greatly increased its staff to cope with a five-month backlog of claims piled up as a result of the demobilization program.

Compared with a staff of eight persons before the war, 154 officers, enlisted personnel and civilian employees now are working on the mountainous volume of claims. When present expansion plans are completed, the staff will number about 260 and will be able to handle about 40,000 claims per month when fully trained.

Two thirds of the current claims involve transportation to home of record of dependents of officers and enlisted personnel who have been separated. Claims are being received at the rate of 35,000 per month, but with the passing of the peak in the demobilization rate, the enlarged staff is expected to get the work on a current basis within the next few months.

The log jam of claims does not prevent movement of dependents but only the reimbursement of expenses personally incurred for authorized moves. Neither will it affect movement of dependents to overseas areas recently opened up for Navy dependents nor the transportation of "war brides" of Navy personnel to the United States.

Officers, and enlisted men in the third pay grade (second class petty officers) or above, are eligible for reimbursement of previously authorized transportation expense for dependents for each change of permanent station or home port.

Advancement Offered To High-Point Waves For Staying in Jobs

Because of the shortage of qualified civilian replacements, enlisted Waves holding essential positions are being encouraged to extend voluntarily their periods of service beyond the dates they normally would be eligible for release.

As an inducement toward requests for retention, an AlStaCon dated 5 Jan 1946 (NDB, 15 January) permits COs to advance in rate one pay grade any Wave who so volunteers and whose services are essential. As a requirement for advancement, personnel will sign agreements to remain on active duty until 1 Sept 1946.

This AlStaCon does not apply to male enlisted personnel due to the ultimate adverse effect on the postwar rating structure of the regular Navy which does not include Waves. The resulting advancement of Waves will thus not be considered as filling vacancies which would otherwise be available for the advancement of qualified enlisted men.

Extensive Basic, Specialized Program Planned for Training Supply Officers

An extensive Supply Corps officer educational program, announced by BuPers, will emphasize both basic training and advanced specialized training at later stages in officers' careers.

Eligible for phases of the program are all USN Supply Corps officers, including:

- Reserve supply officers who transfer to USN.
- Reservists of the line who transfer to USN and to the Supply Corps.
- Regular Navy line officers who transfer to the Supply Corps.

USN officers now serving in the line are eligible for transfer to the Supply Corps if their appointment to lieutenant (junior grade) was effected within the period 15 Apr 1942 to 1 Sept 1944, and who meet the requirements of BuPers Circ Ltr 288-45 revised (NDB, 15 November) for transfer of USNR and temporary USN officers to USN, according to NavAct 18 (NDB, 31 December).

Each officer will be integrated into the program at the appropriate level depending upon his service, training, experience and civilian background.

The basic training phase, according to BuPers plans, will consist of a six to nine-month course at the Naval Supply Corps School, location for which probably will be either the Naval Supply Operational Training Center, Bayonne, N. J., or the Harvard Graduate School of Business Administration, Boston. This basic course will cover supply and disbursing fundamentals, and basic supply operational phases to enable an officer completing the course to assume responsibility of a Supply Corps billet.

The first sea cruise following the basic course will be for a two-year period, one year as disbursing officer or assistant supply officer aboard a large ship or at an advanced base, and one year as supply officer of a small ship or another year as assistant supply officer at an advance base, BuPers announced.

The first shore cruise will follow, and will be of two years divided equally between in-service training and a duty assignment. In-service training will include six months of material specialty and six months

learning the operation of a yard, depot or station. Officers will work both at naval establishments and in industry.

Material specialties will include aviation, ordnance, electronics, fuel, hull and machinery spares, submarine, food and materials handling and preservation. Material specialization, generally, is a requirement for billets of junior rank in the Supply Corps.

A second sea cruise will follow, in which officers will serve as supply officers of medium-sized ships and advance bases, and as staff assistants.

Graduate study for development of functional specialties will mark the second shore cruise in the BuPers plan. Officers will attend graduate schools of business administration, taking two-year courses leading to the degree of Master of Business Administration. Major subjects will point their training toward a Supply Corps functional specialty including the following: Accounting, purchasing, cost inspection, transportation, material handling and warehousing, inventory control, statistical analysis, retail merchandising, industrial mobilization, commissary and logistics.

A full-length course in personnel relations will be included in this phase of the training. Opportunity for further study will be given to certain officers in such highly technical fields as textile engineering and food technology.

Officers completing the graduate study phase will be assigned to duty where they may serve at their chosen functional specialty for one year.

From this time on, sea and shore cruises will alternate, but not uniformly for all officers, BuPers said. On tours of shore duty officers will pursue the fields for which they have trained, in general, but complete compartmentation of the Corps is not planned. Officers will usually follow their functional or material specialty, or be assigned to general duty.

Certain officers, who at this level have attained the age 37 to 39, and who may have had the introduction to logistics or industrial mobilization, will be assigned to the Naval War College. Others at this age and level who show outstanding ability in functional specialties will be assigned to duties within their fields and become the Navy's experts therein. A few will be given additional education and farming-out to industry to acquire the background and knowledge required for top echelons, BuPers said.

At age 40 to 43 some of the Naval War College graduates will be trained for higher responsibilities in a six-month logistics course at the Army-Navy Staff College. At the same age, officers being groomed for top industrial mobilization billets will attend a one-year course at the proposed Army-Navy Industrial College. Completing the training program, a small group will take both of the above courses, fitting themselves for key positions in joint operations.

New Time Schedule For 'Navy Reporter'

A new schedule of broadcasting times for the Navy Reporter series went into effect on 3 January, as listed below. All times given are GCT.

The program, which is now heard two different days a week in each area, will discuss matters of interest to Navy personnel who are planning to make a career out of the service. Subjects to be covered on the 15-minute programs will include the latest news of recruiting and important changes of Navy policy or procedures that are considered of interest to "career men."

East Coast Transmissions Wednesday & Saturday

TIME	STATION	KCS	BEAM
2000	WCBN	11145	England-Europe-Mediterranean
2000	WBOS	9897	Greenland-Iceland-England
2000	WLWL-1	11810	South Atlantic-Africa
2000	WLWL-2	15230	South Atlantic-Africa

West Coast Transmissions Tuesday & Friday

0015	KGEI	15130	Alaska, Aleutians
0115	KGEI	15130	South Pacific, MidPac
0345	KGEI	15130	South Pacific, MidPac
0345	KGEX	15210	Southwest Pac, Philippines
0345	KWIX	11890	South Pacific, MidPac
0345**KRHO		17800	All Pacific, China, Burma, India
0345	KNBX	15150	China, Japan
0345	KCBR	11770	China, Japan
1115	KWIX	9570	China, Japan
1115	KWID	9855	South Pacific, MidPac
1115	KGEI	9550	Southwest Pac, Philippines
1745	KNBX	9490	Alaska, Aleutians, China
1745	KWID	9570	China, Japan
2145	KNBX	15240	Alaska, Aleutians, China
2145	KGEX	15210	Southwest Pac, Philippines

** Relay.

12-Month Internship To Be Resumed 1 April

Return to the prewar training schedule of 12 months for Navy medical interns, effective 1 Apr 1946, has been revealed in Navy V-12 Bulletin 341-45. During the war, internship was on a nine-month basis. Acting assistant surgeons also will serve the 12-month period when such appointments are authorized again.

At present, only men who have been graduated from the V-12 medical program and who have reached their 21st birthday and Ensigns H(P) USNR, are eligible for appointment as naval interns, with active duty assignments as lieutenants (junior grade). Those who accept such appointments will not be demobilized during their internship.

It is expected that when the size of the postwar regular Navy is determined, applications for intern and acting assistant surgeon appointments again will be accepted from senior students and graduates of medical colleges.



Topics (Camp Elliott)

"You wished to speak to the manager?"

VOTING INFORMATION

In addition to the voting information published in January 1946 ALL HANDS, the Navy Department has been advised that servicemen may vote in the following elections to be held in the next few months. Unless otherwise indicated, servicemen may apply for an absentee ballot by mailing at any time the postcard application (USWBC Form No. 1), which may be secured from the voting officer.

ALABAMA

A primary election will be held throughout Alabama on 7 May 1946. Candidates to be nominated include Governor, Lieutenant Governor, Secretary of State, State Treasurer, State Auditor, Superintendent of Education, Commissioner of Agriculture and Industries, Attorney General, associate members of the Alabama Public Service Commission, Supreme Court Judges, Judges of Court of Appeals, Representatives in Congress, Circuit Judges, State Senators and Representatives, and various county and local officials. Members of the armed forces are exempt from payment of the poll tax. Members of the armed forces who are registered and members of the merchant marine and certain attached civilians who are registered and have paid their poll tax may vote in this election by absentee ballot. The postcard (USWBC Form No. 1) will be accepted at any time as an application for a ballot. Ballots will be available for mailing to voters about 10 March and must be received by election officials by election day in order to be eligible to be counted.

FLORIDA

A primary election will be held in Florida on 7 May 1946 and a second primary (if necessary) will be held on 28 May 1946. Candidates for U. S. Senator and Representative in Congress from each Congressional district are to be nominated in these primaries. Absent servicemen and members of the merchant marine may vote by absentee ballot. Election officials will accept the postcard or other application on or after 15 March. The ballot must be received by election officials by election day to be eligible to be counted.

ILLINOIS

A primary election will be held on 9 Apr 1946 throughout Illinois. Officers to be nominated include State Treasurer, State Superintendent of Public Instruction, Representative-at-Large in Congress, Representative in Congress from each Congressional district, State Senators in the odd numbered Senatorial Districts, Representatives to the General Assembly, County Judges, Clerks, Treasurers, Sheriffs, Superintendents of Schools, Probate Judges, and others. Absent servicemen may vote in this election by absentee ballot under the special servicemen's voting law. Members of the merchant marine, the American Red Cross, the Society of Friends and the United Service Organizations may vote under the regular civilian absentee voting law. The postcard will be accepted as an application for a ballot from servicemen and probably will be accepted as an application for a ballot from members of the merchant marine and "attached civilians." The ballot will be available for mailing on or before 23 Feb 1946 and must be returned by election day to be eligible to be counted.

NORTH CAROLINA

A primary election will be held throughout the State on 25 May 1946 for the nomination of candidates for Representatives in Congress. Members of the armed forces and the merchant marine may vote in this election by absentee ballot. Ballots will be available for mailing to voters on 20 Apr 1946 and must be returned by election day to be eligible to be counted.

OHIO

A statewide primary election will be held on 7 May 1946 for nomination of candidates for U. S. Senator (both full term and unexpired term), also for Representatives in Congress, Governor, Lieutenant Governor, Attorney General, Secretary of State, Treasurer of State, two Justices of the State Supreme Court and county officials. Members of the armed forces of the United States, U. S. citizens who are members of the armed forces of an ally of the United States, members of the merchant marine of the United States and "certain attached civilians" may vote in this election by absentee ballot. Ballots will be available for mailing to voters on 8 Mar 1946 and must be received by local election officials by noon of election day to be eligible to be counted.

OREGON

A primary election will be held in Oregon on 17 May 1946. Officers to be nominated include candidates for Representatives in Congress from each Congressional district, Governor, Secretary of State, Superintendent of Public Instruction, Commissioner of the Bureau of Labor, Justice of the Supreme Court, seven Judges of the Circuit Court, 10 District Attorneys, State Senators in certain districts and State Representatives in all districts, together with certain county and municipal officials. Members of the armed forces may vote under the servicemen's voting law. Members of the merchant marine and "certain attached civilians" may vote under the regular civilian voting law. The postcard (USWBC Form No. 1) is acceptable as an application for a ballot from servicemen and will be accepted at any time. The postcard probably will be accepted as an application for a ballot from members of the merchant marine and "attached civilians," and the earliest date the county clerk may accept applications from these absent voters is 18 Mar 1946. The ballot will be available for mailing to voters by 25 Mar 1946 and to be eligible to be counted ballots must be received back by election officials by 11 May 1946.

PENNSYLVANIA

A primary election will be held on 21 May 1946 for the nomination of candidates for U. S. Senator, Representatives in Congress, Governor, Lieutenant Governor, Secretary of Internal Affairs, Senators and Representatives in the General Assembly and certain other officials. Members of the armed forces, the merchant marine and "certain attached civilians" may vote in this election by absentee ballot and may use the postcard as an application for a ballot. Ballots will be available to be mailed on or before 13 Apr 1946 and must be received by election officials by 1000 on 28 May 1946 in order to be eligible to be counted.

SOUTH DAKOTA

Municipal elections will be held in South Dakota on 16 Apr 1946. Servicemen and others may vote under the regular civilian voting law and the postcard probably will be accepted as an application for a ballot. Although no definite information is available as to the date ballots will be ready for mailing, it is known that ballots cannot be executed more than 15 days before the election.

WISCONSIN

A statewide nonpartisan election will be held in Wisconsin on 2 Apr 1946. In addition to a Justice of the State Supreme Court and certain Circuit, Superior and Municipal Judges and local officials who are to be elected, a Constitutional amendment will be voted upon. Members of the armed forces, the merchant marine and "certain attached civilians" may vote in this election and may use the postcard as an application for a ballot. Ballots will be available for mailing on or before 18 Feb 1946 and must be returned to local election officials by election day to be eligible to be counted.

Bond-a-Quarter Plan Now Open to Personnel Remaining Year or More

USN and USNR personnel who expect to remain on active duty for approximately a year may again purchase Series E Savings Bonds under the Navy Bond-A-Quarter plan (Alnav 13-46, NDB, 15 Jan).

This plan, which permitted personnel to purchase a bond every three months by allotting a third of the purchase price monthly, was suspended last August by Alnav 218-45 (NDB, 31 Aug) because the large number of discharges being removed from the bond rolls entailed an excessive amount of paper work.

In addition the new directive also permits personnel to use the Bond-A-Quarter plan to purchase the recently authorized issue of \$200 Savings Bonds by allotting \$50 monthly.

USNR Dentists Overbid Regular Senior Billets; Second Shifts Closed

BuMed, in Alnav 444-45 (NDB, 31 December), announced that because of the large number of qualified candidates it is reasonably certain not all dental officers with rank of lieutenant commander and above, who seek appointment in the Dental Corps of the regular Navy, can be assured assignment in a senior dental officer billet.

The Bureau added that applications will be accepted from such officers for general dental duties.

In another Alnav, 445-45 (NDB, 31 December), BuMed has ordered discontinuance of second shifts of dental officers at most activities, so that personnel will be available to help other activities maintain a full single shift. This will allow orderly demobilization of dental officers according to BuPers policy without seriously affecting necessary dental treatment for naval personnel.

Discharge Benefits Extended to Minors

Two limitations of discharge benefits, effecting minors who enlisted without consent or under age of authorized enlistment, have been removed to give all such men receiving honorable discharges or discharges under honorable conditions mustering-out pay and transportation and subsistence from separation centers to their homes (BuPers Circ. Ltr. 362-45; NDB, 31 December).

Formerly, as shown in the chart of rights and benefits of Navy enlisted discharges (NavPers 15619) and the modified chart published on pp. 14-15 of ALL HANDS, November 1945, mustering-out pay was denied to all minors who enlisted falsely before reaching the age of 14. Transportation and subsistence home was awarded on the basis of individual circumstances.

Allowances to Clarify Rate Advancements During Demobilization

Ship and station personnel allowances for purposes of advancement in rating during the demobilization period, based on previously announced classifications of all Navy activities, are provided in BuPers Circ. Ltr. 366-45 (NDB, 31 December).

The new directive clarifies BuPers Circ. Ltr. 287-45 (NDB, 15 October) and opens the way for advancements in rating at activities where promotion policies during demobilization have been unsettled.

For Class I activities, defined in Circ. Ltr. 287-45 with current personnel allowances of 100 percent or more of wartime allowances, the latest authorized allowance is to be used for advancement purposes. In addition, any activity may use the latest authorized allowance it has received if dated 1 Sept 1945 or later.

For all other activities, and until postwar allowances are issued, adjusted allowances shall be used. Vacancies for advancement shall be determined as prescribed in BuPers Circ. Ltr. 297-44. Adjusted allowances, for individual pay grades within each rating group, shall be the product of the wartime allowance for the pay grades as of 1 Aug 1945 multiplied by the percentage of wartime allowance applicable to the activity as given in BuPers Circ. Ltr. 287-45.

Naval Intelligence Course By Correspondence Offered

A correspondence course in Naval Intelligence will be established 1 May 1946 at the U. S. Naval War College at Newport, R. I. The course will encompass all phases of Naval Intelligence and will consist of eight assignments. It is open to all commissioned officers of the Navy, Marine Corps, and Coast Guard, including those on inactive duty. Interested officers should apply directly to the Naval War College for enrollment, according to BuPers Circ. Ltr. 13-46 (NDB, 31 January).

CNC Named Authority On Navy Abbreviations

To coordinate and simplify Navy abbreviations, the Chief of Naval Communications has been designated as the authority for establishing and promulgating abbreviations for use in correspondence and communications (CNO letter, OP-20-P-3-4-ap Serial 23603P20, dated 21 Dec 45).

Authority for centralizing and coordinating abbreviations has been placed under one authority for the following reasons:

- Complete dissemination.
- A form that will reduce the chance of errors caused by garbles.
- Holding the number of abbreviations within reasonable limits.
- Standardization.

109,019 JOIN REGULARS

From the date of Japan's surrender to 16 January, 109,019 men joined the regular Navy by first enlistment, transfer from USNR or USN-I classification, reenlistment or extension of enlistment, it was announced in Alnav 42 (NDB, 31 January), which is the sixth weekly report of regular Navy enlisted strength.

The total includes 64,802 first enlistments, 36,348 transfers, and 7,869 reenlistments or extensions.

During the week of 10-16 January, there were 5,850 first enlistments in the regular Navy, 2,205 transfers and 678 reenlistments and extensions.

Total enlisted strength of the regular Navy on 15 January was approximately 375,000.

Recruiting Stations To Handle Enlistments

All USN reenlistments and all USNR and USN-I enlistments and reenlistments in the regular Navy will be made at Navy recruiting stations, except those made within 24 hours after discharge at the discharging activity, it was announced in an AlStaCon dated 2 January.

Men who have been discharged on special order discharges, or under hardship provisions of Alnav 298-45 (NDB, 30 September), or under special conditions of Alnav 415-45 (NDB, 15 December) to men 38 or over with dependents, may not re-enlist in the Navy.

Men who are honorably discharged for reasons other than the above reasons are eligible for reenlistment or enlistment at Navy recruiting stations, if physically and otherwise qualified.

—HOW DID IT START?—

Lashing the Broom

When Maarten Harpertzoon Tromp, a Dutch admiral,



sailed forth to meet the fleet of Cromwell he ordered that brooms be lashed to the masts in a gesture to signify that he would sweep the English channel of the British Navy. With that order the Dutch admiral initiated action which grew into a custom of the sea through the centuries.

For many years the U. S. Navy hoisted brooms at the mastheads of the ships that won the battle efficiency pennants. In World War II, submarines continued the old practice and frequently hoisted a broom on the periscope upon their return to indicate that they had made a "clean sweep", that is, that they had sunk every enemy ship they had attacked. Another related custom is that of hoisting Christmas trees at the foremast and mainmast trucks of our ships during the Yuletide season.

V-12 Program Extended Through 30 June 1946

Continuation of the V-12 college training program has been assured until 1 July 1946, according to announcement in V-12 Bulletin 343-45, dated 29 Dec 1945. Passage of Public Law 288, 79th Congress, allowing transfer of other Navy funds to the program made the extension possible. As a result, V-12 Bulletin 336-45, which had announced the end of V-12 about 1 Mar 1946, was cancelled.

Termination of V-12 medical, dental and theological programs will proceed as previously planned. Fate of V-12 following 1 July 1946 depends largely upon provisions which Congress may make by that time.

Clarify Liberty Status Of Transient ex-AWOLS

Personnel who have been restored to duty after an unauthorized absence will have the same liberty status as other personnel at receiving stations or other commands while awaiting transportation to their regular assigned duty stations. (BuPers Circ. Ltr. 352-45, NDB, 15 Dec. 45).

This modifies BuPers Circ. Ltr. 206-45 (NDB, 15 July) which stated that personnel returning to their permanent stations after an unauthorized absence would receive no leave or liberty except in cases of emergency.

Qualifications Manual For 1945 Distributed

Distribution of the 1945 edition of "Qualifications for Advancement in Rating" was begun on 10 Jan 1946 on the basis of one copy for every 20 persons in the Navy.

This publication contains all the requirements for advancement in rating of enlisted personnel as set forth in the BuPers Manual, corrected through Manual Change No. 9.

When the new edition is received, the 1944 edition should be destroyed. Activities not receiving their supply by 1 April should address requests to Chief of Naval Personnel, Attention: Pers-243.

Clarify Mark Policies For Officer Candidates

Unless they are convicted by a court martial or deck court, enlisted personnel while in an officer candidate status will not be given a conduct mark in their enlisted records, according to BuPers Circ. Ltr. 360-45 (NDB, 15 December 45).

It has been previously reported that commanding officers have been giving lowered conduct marks to enlisted personnel for minor infractions. This in no way hindered the candidate from graduating as a conduct mark of 2.5 or better was considered passing, but if the candidate failed academically and was returned to his former rating, the lowered conduct mark would be a decided hinderance to his future advancement and would effect the type of discharge issued upon his separation from the service.

More Consistent Policy Sought in Usage Of Welfare Funds

Aimed at establishing a more uniform and consistent policy in disbursing welfare funds aboard all ships and stations in the Navy, BuPers Circ. Ltr. 361-45 (NDB, 31 December) restates the basic purposes of ship's service and ship's store operations and the use of resulting revenues.

Terming them a major factor in the maintenance of morale, the circular letter gives the two-fold object of ship's service activities as:

- Providing a convenient and reliable source of articles and services essential to the well being of naval personnel.
- Supplementing, through accrued profits, welfare and recreation funds derived from other sources.

These objectives should be obtained at the least cost to personnel, avoiding building up large welfare funds over considerable periods of time and consequently reducing the temptation to use the funds for purposes not intended, the letter continues.

Under general, sports and athletics, social events, recreation facilities and miscellaneous headings, the letter lists proper and improper expenditures of welfare funds as a guide to COs and boards auditing the accounts of welfare funds.

Inspector General's Functions Extended

General Order No. 228 of 20 Dec 1945 modifies and extends the functions of the Naval Inspector General and eases for commanders in the field the burden of inspection necessary to efficient and economic operation by assigning general inspectors to the staffs of fleets, sea frontiers, naval districts and Navy Department bureaus, as well as to the Marine Corps and the Coast Guard (when acting as a part of the Navy).

General inspectors assigned to naval commands are under the immediate direction and control of their respective commanders and will make such inspections and investigations as their commanders or higher authority may direct.

As directed by the Chief of Naval Operations or higher authority, the Naval Inspector General conducts inspections, investigations or surveys afloat or ashore which contribute to the efficiency of the Navy.

The Naval Inspector General is authorized to make periodic inspections, or to undertake such, when, in the course of his duties, he deems them to be advisable. His principal function is to ascertain and report facts and to follow up and follow through on the orders of higher authority and the effective execution of such orders. He is authorized to suggest improvements or give helpful suggestions to commands ashore and afloat.



TadCen Topics (Camp Elliott)
"Well, I would have made chief in Japanese Navy only I could never get six months sea duty."

Veterans in Training Assured Prompt Pay

New procedures have been put into effect by the Veterans' Administration to insure prompt subsistence payments to veterans within 30 days after they begin training under Public Law 16, which applies to disabled veterans, or the GI Bill of Rights, which applies to others.

Under the new system, process of authorizing payments will be begun immediately after veterans enroll for training, even if their pension records or other necessary data are not available. First checks will be issued 30 days after training starts, and payments will be adjusted on a retroactive basis if necessary when records later become available. See story on page 50 for new information on veterans' schooling.

Naval Academy Raises Age Limits for Vets

The age limit for entrance to the Naval Academy has been raised to 23 for any candidate who (1) has served honorably in the armed forces one year or more during the present emergency and (2) possesses all other qualifications required by law (Alnav 7-46; NDB, 15 January).

By Public Law 255 the new age limit is two years above that for candidates who cannot meet the service requirement. Candidates must not have reached the age of 23 before 1 April of the year in which midshipman training begins.

BuPers circular letter will be published in April requesting commanding officers to nominate for the Naval Academy Prep School class convening 1 Oct 1946 men who are qualified according to BuPers Manual Art. D-6103.

Men who complete the Prep School course take the Academy entrance examination, given annually the third Wednesday in April. The Secretary of the Navy appoints to the Academy 100 USNS and 100 USNRs who score highest on this examination.

Overseas Personnel May Get Navy Help In Money Conversion

Assisting naval personnel overseas to cope with their money problems, arrangements for exchange of foreign currency, cashing of Treasury checks and issuance of travelers' checks have been authorized in an AlStaCon dated 21 Dec 1945.

Foreign currency received as service pay or allowances or derived therefrom in the areas in which it is legal tender will be exchanged by Navy disbursing officers at official rates of exchange. BuSandA explains this service is provided to protect Navy men from loss in exchange at going rates after moving on to other areas or returning to the U. S.

Where banking facilities are not readily available, COs have been urged to direct ships' service officers to cash U. S. Treasury checks in accordance with existing provisions, and to arrange to issue travelers' checks to help naval personnel convert large checks into smaller, negotiable orders.

Seek Legal Specialists For Service in USN

The Navy desires applications from qualified USNR and temporary USN officers for appointment as legal specialist officers in the regular Navy, according to Alnav 427-45 (NDB, 15 December).

As a special qualification, in addition to those required for transfer to the regular Navy and set forth in BuPers circular letters 288-45 and 303-45 (NDB, 15 October) as amended by this Alnav, candidates will be required to have a degree in law from a law school accredited by the American Bar Association.

Legal specialist officers will serve in the office of the Judge Advocate General and, it is planned, in the naval districts and elsewhere ashore, including the staffs of island governors. It is also planned that legal specialists will be attached to large staffs afloat so that they may acquire the necessary background to fit them for the highest posts in the Navy's law organization.

No time limit has been set for applications.

Authorized to Grant Leave For Passover Obervance

The Jewish religious festival of Passover will be observed from sunset on 15 April to sunset on 23 April. BuPers Circ. Ltr. 12-46 (NDB, 31 January) authorizes commanding officers at their discretion to grant leave to men of Jewish faith from noon of 15 April to midnight of 17 April with such additional travel time as may be necessary. The National Jewish Welfare Board will furnish special prayerbooks for the Seder service and unleavened bread to men of Jewish faith for the eight days of the Passover.

Latest Navy Science Offered Officer POWs At Refresher Courses

In order to bring them up to date on the rapidly changing phases of naval science, commissioned officers and warrants who are liberated POWs may now take refresher courses ranging from two weeks to two months duration (BuPers Circ Ltr. 1-46, NDB, 15 January).

The program available for commissioned officers is as follows:

- Three weeks course at the Naval Damage Control Training Center, U.S. Naval Base, Philadelphia, Pa.

- Two weeks special familiarization course in modern ordnance at the Gunnery Officers School, U. S. Naval Receiving Station, Washington, D. C.

- Two weeks CIC refresher course at the Naval Radar Training School, St. Simons Island, Ga.

Officers may be ordered to take the entire course at all three schools, or any part which they feel will be of benefit to them.

Warrant officers may attend a refresher course lasting two months at the Warrant Officers Radio Engineering School, NRL, Washington, D. C., if they had previously completed the full year course at this school. They may also be ordered to the damage control refresher course and course in modern ordnance.

Former POWs may apply through official channels at once for any of these courses except the CIC refresher course at the radar training school. Applications for the latter course may be made beginning in late February.

These courses will in no way interfere with any other instruction the officer wants to take.

Recent Alnavs Clarify Flight Student Status

In accordance with Alnavs 387-45 (NDB, 30 November) and 439-45 (NDB, 31 December) the following flight personnel are not eligible for



Pier 92 Transfer (Nav Rec. Station, N. Y.)

"Awright, so you cleaned and polished it every day for three years, you still can't take it home!"

release under the demobilization formula:

- Personnel undergoing flight training under the provisions of the Naval Reserve Aviation Pilot Act of 1941 on a two-year contract.

- Personnel undergoing flight training under the provisions of the Naval Aviation Cadet Act of 1942 on a four-year contract, and who are designated naval aviation pilots or naval aviators on or after 1 Dec 1945.

Navy and Marine Corps personnel under training leading to the designation of naval aviator or naval aviation pilot who are now in the naval aviation preparatory program, naval academic refresher V-5 program, or who are on Tarmac duty are also excluded from the demobilization formula.

The foregoing personnel will continue to serve on active duty in the postwar Navy in accordance with the provisions of their contracts.

Conditions Outlined For Releasing V-12s From Active Service

Conditions governing release from active duty of enlisted men at Navy V-12 units have been clarified in V-12 Bulletin 337-45, dated 11 Dec 1945. Three general classifications of eligibles, and the circumstances under which they are to be released are provided:

- Apprentice seamen (V-12) who have points required for discharge under the Navy demobilization program may be separated as apprentice seamen or in any enlisted rating formerly held, as they elect. Those choosing to revert to former ratings will be required to have only the point score necessary for release as apprentice seamen.

- Medical, dental and theological students, released to inactive duty to continue their professional studies, are to be separated as apprentice seamen if they do not have enough points to be eligible for discharge under the demobilization program. If they have the necessary points, they may be discharged in any former enlisted rating they may have held before entering the V-12 program.

- Men who have completed their V-12 training and have enough points for separation as line officers may be separated in their former enlisted ratings, if they so desire. They will be offered commissions in the Naval Reserve after return to civilian status. If they choose to be commissioned before separation, they must agree to serve not less than six months as officers.

Personnel separated as apprentice seamen (V-12) will be issued appropriate travel clothing to take the place of uniforms loaned by the government during training. Men separated in former ratings are expected to use the clothing with which they entered the V-12 program.

Limitations Established On Bringing or Mailing Enemy Firearms to U. S.

Navy personnel returning home from overseas are permitted to mail or bring back with them to this country only one enemy firearm per person as announced by Alnav 433-45 (NDB, 15 December), provided they are not full automatics such as machine guns or any type of weapon that fired a series of shells with one continuous pull of the trigger (CNO letter dated 30 Nov 1944).

Customs and postal laws, however, prohibit the mailing to this country of firearms that are capable of being concealed on the person and automatics as outlined above.

Other articles on the list as itemized in the CNO letter, which are still banned from entry into this country include:

- Name plates taken from any kind of equipment (this does not include personal identification tags, commonly referred to as "dog tags").

- Explosives or any items containing explosives.

- Radio or radar equipment, or component parts of any type.

- Inflammables of any nature.

- Items whose usefulness to the service or whose value as critical material outweigh their value as trophies, as determined by the theater commander.

Men Urged to Volunteer For Submarine Service

Rated and non-rated men of the regular Navy are needed for the submarine service and are urged to volunteer.

A limited number of billets are open at the Submarine School, U. S. Submarine Base, New London, Conn., for men with at least one year's obligated service. Personnel selected for training will be transferred to the Submarine School for the eight weeks basic course in submarines. On the completion of this course qualified men will be given additional work in specialized subjects leading to advanced ratings.

Advanced studies include a 12 weeks course in submarine diesel engines and hydraulics, an eight weeks course in submarine electrical equipment, an eight weeks course in submarine torpedoes, an eight weeks course for QM and SM to all QM and SM strikers, and a 12 weeks radar and sonar materiel course for qualified personnel.

Men of the fleet, class "A" or advanced schools, and in recruit training are advised to consult the literature concerning life aboard the submarine and, if interested, to see their personnel officer to volunteer for this duty. Three booklets, "Your Opportunities in the Submarine Service," "Facts About the Submarine Service" and "See Action Now with the Submarine Service," are available at all training centers and class "A" schools.

Ship Characteristics Responsibility Given To Newly Named Board

In order to insure that the characteristics of all naval vessels not only meet, but anticipate wherever possible, the requirements of naval warfare, a Ship Characteristics Board has been established by the Secretary of the Navy.

The Board is headed by the Deputy Chief of Naval Operations (Logistics). It will be guided by the approved recommendations of the General Board, suggestions of fleet and fleet type commanders, first-hand experiences of forces afloat, and the results of research and development.

Among specific tasks of the board will be the following:

- To determine what accomplishment is desired of ship types in their tactical employment.

- To evaluate trends in the development of ship characteristics. These trends will be submitted to the General Board for its use in determining the characteristics of new and modernized ships.

- To review with the bureaus such military characteristics as ship control, fire control, communications control, CIC, and interior communications before they are frozen into detailed plans.

- To make a critical survey of the prototype ship of each new class and the pilot installation of each large alteration program to insure that the type or program actually meets fleet requirements.

- To make recommendations on all major alterations which importantly change the military characteristics of existing vessels.

PROMOTIONS BY ALNAV

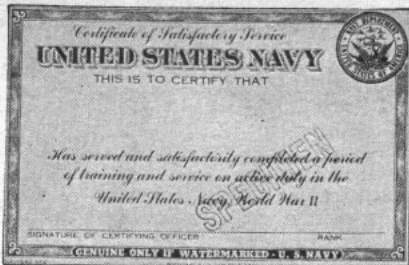
A total of 15,319 officers were made eligible for promotion to next higher rank for temporary service by Alnavs 462-45 (NDB, 31 December) and 4-46 (NDB, 15 January) briefed on this page. The breakdown:

Naval Reserve (including Women's Reserve): 4,950 to lieutenant commander, 3,568 to lieutenant, 4,318 to lieutenant (junior grade) and 221 to commissioned warrant officer.

Regular Navy: 93 to lieutenant commander, 262 to lieutenant, 1,018 to lieutenant (junior grade) and 412 to commissioned warrant officer.

Nurse Corps: (Naval Reserve) 96 to lieutenant and 170 to lieutenant (junior grade); (regular Navy) 27 to lieutenant and 16 to lieutenant (junior grade).

In addition to these promotions 168 men were appointed by NavAct 17-46 for temporary service to commissioned rank and warrant officer; 30 to commissions and 14 to warrant rank in the Naval Reserve; 113 to commissions and 11 to warrant rank in the regular Navy.



PERIOD OF ACTIVE DUTY	RIGHT INDEX FINGERPRINT
FROM	
TO	
TITLE OF SEPARATION	
CERTIFICATE NUMBER	
1756997	
SIGNATURE	

Official U. S. Navy photographs
ID CARD for discharged personnel.

Special ID Card Given Naval Dischargees

Naval personnel with satisfactory records are now being provided upon discharge with a special ID card for identification and evidence of naval record. Wallet-sized, laminated, with a U. S. Navy watermark, they are considered practically counterfeit-proof. Veterans losing their cards should report the fact immediately to BuPers, Navy Department, Washington 25, D. C.

COs Directed to Forward Award Recommendations

Alnav 23-46 (NDB, 15 January) directs present and former commanding officers in service or released from active duty to forward to the Navy Department, attention Board of Review for Decorations and Medals, any recommendations for awards for personnel of present or former commands which have not previously been recommended to any board or authority.

Recommendations desired are those for the Navy Cross, Legion of Merit, Silver Star, Distinguished Flying Cross, Navy and Marine Corps Medal, Air Medal, Bronze Star and Commendation Ribbon.

Purpose of the request is to insure equitableness of awards in accordance with SecNav policy.

Dental Work No Cause For Separation Delay

Personnel will not be held for dental treatment in order to qualify for separation from the naval service unless separation before completion of treatment would be detrimental to the health of the individual concerned, (Alnav 5-46 NDB, 15 January).

Prescribed forms upon which final dental examinations are entered will disclose dental deficiencies. On the basis of this form separatees may, if eligible, apply for dental services from the Veterans' Administration.

List Selection Factors For Enlisted Nominees To Pre-Flight Training

Requirements for selection of qualified enlisted men on active duty for assignment to naval pre-flight training are described in BuPers Circ. Ltr. 8-46 (NDB, 15 January).

Applicants for pre-flight training must have completed at least four semesters in an accredited college. Enlisted men with less than four academic semesters may apply for the Naval Aviation Preparatory Program as set forth in BuPers Circ. Ltr. 267-45 (NDB, 15 September).

Each applicant for pre-flight must meet the following requirements without waiver:

- Be recommended by his commanding officer as potential officer material;
- Be on active duty as an enlisted man in the Navy or Naval Reserve;
- Be less than 23 years of age on date application is submitted;
- Be unmarried and agree to remain unmarried until commissioned;
- Be strongly motivated to become a naval aviator;
- Agree to change rating to AvCad, V-5, USNR, upon reporting to a pre-flight school for flight training duty, and
- Be a male citizen of the United States.

Candidates are required to attain certain minimum grades on the aviation aptitude tests and to meet the Navy's physical requirements for flight training. As aviation cadets they must agree to remain on active duty for four years including the training period as cadets, unless released sooner by the Navy.

Applications should be submitted through commanding officers, following the form prescribed in the circular letter.

Naval ROTC trainees who will have successfully completed the equivalent of four or more semesters of college training by 1 Mar 46 may apply for transfer to Class V-5 for assignment to flight training in the Naval Reserve. Men selected for transfer will be ordered to an Office of Naval Officer Procurement and from there, either directly or after a period of leave, will be ordered to a pre-flight school or to temporary duty at a naval air station to await assignment to pre-flight training. Requirements and procedures are outlined in Navy V-12 Bulletin 342, which has been sent to commanding officers of all Navy V-12 units.

Direct enlistments as aviation cadets in Class V-5 are also being accepted. In general candidates must meet the same requirements as described above for enlisted men. Information may be obtained from any Office of Naval Officer Procurement.

ANSWERS TO QUIZ ON PAGE 37

- | | |
|----------------|---------|
| 1. (b) | 6. (b) |
| 2. (d) | 7. (d) |
| 3. (c) | 8. (b) |
| 4. (c) | 9. (c) |
| 5. (c) and (1) | 10. (b) |

ALL HANDS to Continue Publishing As Navy and Reserve Service Magazine

Decision has been made by BuPers to continue publication of ALL HANDS for the peacetime Navy, and also to have it serve as the basic information publication of the Ready Reserve, the Standby Reserve and all other activities and individuals interested in the U. S. Navy.

In addition to continuing its present function of keeping naval personnel on active duty advised in current and comprehensive fashion of news and information important to them, ALL HANDS will include special material of direct interest to the Naval Reserve and will be given official distribution to reserve units.

One big reason for the selection of ALL HANDS as the magazine for the Naval Reserve was to insure that the regular Navy will be kept advised of what the Naval Reserve is doing, and the Naval Reserve in turn will continue to be kept advised of what is happening in the active Navy. This will aid the Reserve program for insuring that in time of emergency, when the Reserve is called back to active duty, reservists will be accepted and able to man their posts with a minimum of indoctrination.

While final arrangements have not been made in all matters, the general policy is announced to allow personnel retiring from active duty in the Navy to continue receiving ALL HANDS by subscription if they desire.

Subscriptions to the magazine may be entered at \$2.00 per year for domestic addresses (including FPO and APO addresses for overseas mail) and \$2.75 for foreign addresses. Remittances should be made direct to the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Subscriptions are accepted for one year only. Single copies may be ordered from the same address at 20 cents each.

Subscriptions are not limited to any group or type of reader. Individuals, organizations, personnel on active duty, persons with no official connection with the Navy, may all subscribe.

Official distribution to the regular Navy on active duty will continue as

during wartime—one copy for each ten persons in the service.

To supplement this and make personal copies available to men on active duty, effort is being made to arrange for selling of copies newsstand-fashion by ships' stores and ships' service stores. During the war, this was done on a small-scale basis, with copies costing 15 cents.

Members of the Ready Reserve will receive official copies free, one to each member of the Reserve, by a distribution through the Ready Reserve organization.

Personnel knowing discharged shipmates who may be interested to learn of the availability of ALL HANDS on a subscription basis are urged to write them complete information.

Ships' Stores May Resell War Surplus Goods Worth \$4,000,000 Now Available

Provisions for making Navy excess goods and war surpluses available to Navy personnel began taking tangible shape last month as \$4,000,000 worth of equipment from Navy stocks was listed for purchase by ships' stores in the first Excess Material Availability Bulletin issued by BuSanda.

The equipment — including blankets, vacuum jugs and pressure cookers, all types of recreational material, radios, phonographs, record kits and musical instruments — was the initial offering under a BuSanda arrangement to transfer standard and nonstandard items in Navy stock accounts to stocks available to ships' stores for resale to Navy personnel.

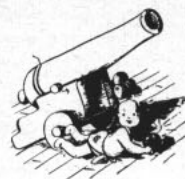
(Ships' service stores, generally found at stations within the continental U. S., as opposed to ships' stores, generally afloat or overseas, obtain most of their stocks through non-Navy channels. For the present, excess Navy materials will not be available to ships' service stores for resale to personnel.)

In addition to the excess Navy materials, goods which have been declared surplus by the armed forces and war agencies and turned over to the War Assets Corporation for liquidation are being made available to both ships' stores and ships' service stores. Government agencies, ships' stores and ships' service stores have first priority on war surpluses as they are listed for disposal and may arrange to purchase them for resale to naval personnel through their district commands. Goods declared surplus outside the continental U. S. also are available by arrangement with area commands.

The current listing of excess Navy materials — earmarked "for immediate sale only" with the accumulations of salesroom and warehouse stocks expressly banned — will be followed with additional bulletins as other materials

WHAT'S IN A NAME?

Son of a Gun



This term in general use ashore as a form of address has its origin in an old custom of the sea. In the by-gone sailing days, British sailors were permitted to keep their wives on board ship. The term was used to refer to children of the hardy tars and their mates born alongside the guns of the broadsides.

of widely varying types, no longer needed by the Navy, are made available.

A letter from the Chief of BuSanda accompanying the first listing establishes policy for making the excess materials available for resale to naval personnel through ships' stores.

As standard Navy stock account items in supply depots are determined to be in excess of requirements, they will be set aside for a stated period of time, not to exceed three months, and their availability publicized by circulating their description in bulletins. Ships' stores then may order them through regular supply channels.

The procedure also provides for similar sale of nonstandard stocks carried locally by supply activities, which may in the future be in excess of requirements.

Studies are being made of continental activities, particularly separation centers, to determine if personnel and facilities are available to establish ships' stores so personnel in the U. S. may obtain excess Navy materials also.

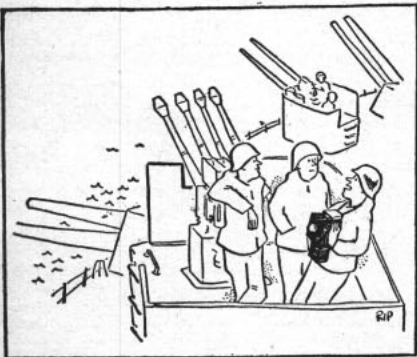
Credit May Be Given For Educational Progress Since Leaving School

Navy personnel seeking general credit based on educational development since leaving a civilian school may take examinations, results of which their former school may use as a basis for granting credit.

These examinations, called General Educational Development Tests, were prepared by the examinations staff of the United States Armed Forces Institute.

For the applicant desiring high school credit, comprehensive examinations are given covering expression, social studies, natural science, literary materials and mathematics. The scores are recorded on a test report which shows the relative standing of the applicant as compared with scores received by a large number of graduating seniors to whom these tests were given on a tryout basis. Separate examinations are given to applicants desiring college credit.

To illustrate, if a student left high school during his second or third year to go into service and his performance on the GED test indicates he has



TadCen Topics (Camp Elliott)

"You can imagine my situation—attacked by enemy aircraft and my camera jammed."

attained the level for high school graduation as recommended by the American Council on Education, he may request the USAFI to furnish his high school with an official test report. Upon the basis of his performance on the test, the school may issue a diploma.

Personnel desiring these tests should apply to the educational services officer nearest their duty station, or if that is impossible write headquarters of the United States Armed Forces Institute, Madison, 3, Wis., for a USAFI test application form.

Benefits of these tests are open also to personnel who have been discharged under conditions other than dishonorable or who are on inactive duty. Personnel in these categories are directed to write the Veterans' Testing Service of the American Council of Education, 6010 Dorchester Ave., Chicago, 37, Ill., for application blanks.

Passenger Transportation Course Open to Volunteers; Next Class Starts 4 March

Volunteers from among officers in line and Supply Corps and enlisted personnel in clerical or seaman rates, with qualifying backgrounds, are invited to apply for a training course in passenger transportation field operations, to replace personnel currently becoming eligible for demobilization.

The school, conducted by BuPers with the cooperation of the western railroads, offers four weeks of intensified training in Navy and civilian procedures in handling both official and furlough travel by military personnel.

H. W. Siddall, Chicago, chairman of the Western Military Bureau, will conduct the second phase of the four-week course, giving trainees a thorough grounding in the basic military passenger agreements and the railroads' policies in handling military movements under orders and on furlough.

Since personnel trained in the school will be sent to district and activity passenger transportation offices within the continental U. S. for duty, the BuPers Transportation Activity will indoctrinate them in naval travel instructions and procedures, and the operation of Navy passenger traffic offices and reservation bureaus.

Officers and enlisted personnel with background in railroad, air, motor and steamship transportation, both freight and passenger, or with administrative background should make application by letter through official channels to the Chief of Naval Personnel.

Enlisted personnel with typing and shorthand skills, high school graduates or with one or two years of college are urged to make application also. Low point personnel, officers in the regular Navy and officers who have applied for transfer to the regular Navy are especially desired.

The next class will convene about 4 Mar 1946 and subsequent classes will be held at periodic intervals.

ALNAVS, NAVACTS IN BRIEF

Alnavs apply to all Navy, Marine Corps and Coast Guard ships and stations; NavActs apply to all Navy ships and stations.

Alnavs

No. 441-45—Transmits President Truman's annual Christmas message as Commander in Chief, expressing to the armed forces the nation's gratitude for services, hope for early return home and prayer for true and lasting world fellowship of peace.

No. 442—Restates reduction in critical point scores required for discharge of naval personnel from service effective 1 Jan 1946, and announces new scores effective 15 Jan and 2 Feb 1946. (See p. 64.)

No. 443—Orders, to alleviate short supply, that enlisted men's overcoats (peacoats) are not to be sold to enlisted personnel possessing suitable overcoats or to officers.

No. 444—Announces that senior dental officer billets in the regular Navy are expected to be exceeded by the number of qualified candidates, although applications will be accepted for general dental duties. (See p. 71.)

No. 445—Asks report to BuMed of dental officers relieved of duty at activities which have been maintaining second shifts so personnel may be made available to activities experiencing difficulty in maintaining a single shift.

No. 446—Orders immediate shipment of all unclaimed baggage and

personnel effects of Navy and Coast Guard personnel from overseas activities to Personal Effects Distribution Center, Farragut, Idaho, in line with Alnav 328-45 (NDB, 15 October).

No. 447—Advises Navy and Marine Corps officers they are expected to refrain from public utterances opposing Army-Navy unification, except when called as witnesses before Congressional committees, in view of the President's message to Congress on unification. See Alnav 461-45 for later word; also see ALL HANDS, January 1946, p. 3.

No. 448—Lists regular Navy enlisted strength in first of series of weekly reports.

No. 449—Concerns requisition and survey of laundry, galley, scullery and other equipment by ships and stations.

No. 450—Directs that no unessential maintenance, repair, rehabilitation or new construction work be undertaken which requires the use of building materials and equipment needed for the construction of housing for returning veterans. (See p. 52.)

No. 451—Extends to cases of deceased civilian employees the directives concerning the reporting of deaths and disposition of remains of Navy, Marine Corps and Coast Guard personnel.

No. 452—Holds in abeyance provisions of Alnav 110-44 (NDB, 31 June) and provides that temporary ratings held by regular Navy personnel re-

USN-USNR OFFICER PRECEDENCE

USNR and temporary USN officers who have applied for transfer to the regular Navy will not know the decision on their application until the status of the postwar Navy has been decided by law. H.R. 4421, which authorizes a Navy of 500,000 men, 40,000 line officers and appropriate staff officers, has been passed by the House and reported favorably out of the Senate Naval Affairs Committee. It is hoped the bill will be voted upon by the Senate during the first two weeks of February.

Officers interested in transfer may

determine with which Naval Academy class they hold precedence, by referring to the table printed below. Dates of rank of each class from 1930 to 1946 are given, and a reservist may, by placing his own date of rank in the table and reading to the left, find the class with which he holds precedence. This precedence will be held not only at the time of transfer to USN, but also subsequently, when temporary appointments are terminated and new permanent ranks are redistributed over the postwar Navy. (See p. 44.)

Dates of Rank of Naval Academy Graduates of the Classes from 1930 through 1946

Naval Academy Class	Ensign	Lieut. (jg)	Lieut.	Lt. Comdr.	Comdr.	Capt.
1946	6 June 45*					
1945	7 June 44*	1 Jan 46				
1944	9 June 43*	1 Sep 44				
1943	19 June 42*	1 May 43	1 July 44			
1942	19 Dec 41*	1 Oct 42	1 Oct 43	3 Oct 45		
1941	7 Feb 41*	15 June 42	1 Dec 42	20 July 45		
1940	6 June 40*	15 April 42	1 Oct 42	17 Oct 44		
1939	1 June 39	1 June 42*	15 June 42	15 Mar 44		
1938	2 June 38	2 June 41*	15 June 42	1 Mar 44	5 Nov 45	
1937	3 June 37	3 June 40*	2 Jan 42	1 July 43	20 July 45	
1936	4 June 36	4 June 39	1 Jan 42*	1 May 43	15 Mar 44	
1935	6 June 35	6 June 38	1 Nov 41*	1 May 43	1 Mar 44	
1934	31 May 34	31 May 37	1 July 41*	1 Mar 43	1 Feb 44	
1933	1 June 33	1 June 36	1 April 41*	1 Oct 42	1 Jan 44	
1932	2 June 34	2 June 35	1 July 40*	15 June 42	18 Nov 42	
1931	4 June 31	4 June 34	1 July 39*	15 June 42	1 Nov 42	
1930			30 June 38*	15 June 42	15 Oct 42	15 Nov 45

* Indicates present permanent rank. All other ranks are temporary.

ALNAVS, NAVACTS (Cont.)

enlisting on or after 6 Oct 1945 shall be made permanent (see p. 65).

No. 453—Changes enlistment terms stated in BuPers Circ. Ltr. 224-45 (NDB, 31 July) to provide 2, 3, 4, or 6 year or minority enlistments; provides for discharges for the purpose of enlisting in the regular Navy to be effected in the rate held at the time of discharge, whether temporary or permanent; and provides that rates held upon reenlistment on or after 6 Oct 1946 be made permanent.

No. 454—Weekly report of regular Navy enlisted strength.

No. 455—Directs activities having non-pilot personnel on board who are under orders to duty involving flying to submit a monthly report to BuPers, showing category of personnel, number on board, estimated number needed the following month, total flight hours and average flight time.

No. 456—Changes name of Operations Research Group in office of CNO to Operations Evaluation Group, effective 1 January.

No. 457—Directs COs all vessels insure fullest investigation of injuries to civilians aboard, in accordance Art. 804, Navy Regs, and Section 726 NCB.

No. 458—Returns administration of the Coast Guard to the Treasury Department, effective 1 January. To aid demobilization, Coast Guard personnel now manning Navy ships may continue to do so until 1 Sept 1946, and certain Coast Guard vessels, facilities and personnel may continue to operate as part of the Navy, according to mutual agreement of the Secretary of the Navy and Secretary of the Treasury (see p. 45).

No. 459—Cancels Alnav 124-45 (NDB, January-June 1945), which directed all disbursing officers to submit copy of all vouchers for increased allowances to BuPers.

No. 460—Orders no further payment of claims for personal property lost or damaged, under Title 34, Chapter 1, Part 14 of SecNav Regulations,

until new regulations are promulgated by SecNav in accordance with a law passed by Congress and approved 28 Dec. 1945.

No. 461—Cancels Alnav 447-45 (NDB, 31 December) and quotes the President as saying that naval officers may comment on the question of unification of the armed services but that they must make clear it is their own opinion.

No. 462—Announces appointment to the next higher rank for temporary service to rank from 1 Jan 1946 of those lieutenants of the regular Navy line and staff corps whose dates of rank as such fall within 2 Dec. 1943 to 1 Jan 1944, and those lieutenants of the Reserve line and staff corps, including Women's Reserve, who began between 2 Dec 1943 and 1 Jan 1944; and lieutenants (junior grade), ensigns and noncommissioned warrant officers of the regular Navy line and staff corps whose dates of rank as such are within 2 June 1944 to 1 July 1944, and lieutenants (junior grade), ensigns and noncommissioned warrant officers of the Reserve line and staff corps, including women's Reserve, who began continuous active duty in their respective ranks within the period 2 June 1944 to 1 July 1944. (This is the last Alnav of 1945) (see p. 75).

No. 1 (1946)—Weekly report of regular Navy enlisted strength (see p. 72).

No. 2—States the averment "the United States then being in a state of war" shall not be added to specification of offenses committed after 1 Jan 1946; revokes Alnav 292-45 (NDB, 30 September) and orders limitation of punishment set forth in Art. 457, NCB, be used in determining sentences after 1 Jan 1946.

No. 3—Orders discontinuance use of cocaine in tonsillectomy.

No. 4—Appoints to the next higher rank the following officers of the Nurse Corps of the regulars and Reserve to rank from 1 Jan 1946: Ensigns who began continuous active duty as ensigns in the period 16 Apr 1944 to 30 Apr 1944; lieutenants (junior grade) who began continuous active duty as ensigns 16 Mar 1943 to 31 Mar 1943 (see p. 75).

No. 5—Deals with dental care for separatees (see p. 75).

No. 6—Establishes new critical discharge point scores, effective through 2 March (see p. 64).

No. 7—States Public Law 255 has raised age limit for Naval Academy entrance to 23 for any candidate who has served honorably not less than a year in the armed forces during the war, and who possesses other qualifications normally required (see p. 73).

No. 8—States certain Coast Guard personnel to remain subject to Articles for the Government of the Navy. See Alnav 458-45 above (see p. 45).

No. 9—Requests applications for lighter-than-air flight training and refresher flight training be submitted by 1 Feb 1946.

No. 10—Adds list of administrative commanders to paragraph 2 of Alnav



The Holst (San Diego)

"The rules committee ought to do something! Whatley's always yelling 'attention' and then running for a touchdown!"

455-45 (NDB, 31 December).

No. 11—Reestablishes terms of dependency with regard to parents (see p. 68).

No. 12—Authorizes commands which issue release orders to order officers nominated by COs for release under Alnav 299-45 (NDB, 30 September) to their home naval districts for duty.

No. 13—Allows resumption of Bond-a-Quarter allotments, and includes permission for monthly or quarterly purchase of the new \$200 bond (see p. 71).

No. 14—Announces RPM 2180, combining Alnavs 204, 260, 384 and Alcoms 275, 277, and 319, regarding disposal of registered publications by vessels assigned to inactive fleets.

No. 15—States that orders or endorsements referencing a communication listed in NTI Art. 2508 2 (B) from BuPers as authority for their issuance need no longer be forwarded to BuPers for approval prior to payment of travel claims.

No. 16—States that in order to utilize stocks of dry activated yeast, ships loading in U.S. ports will draw this yeast instead of compressed yeast, after present stocks of compressed yeast are exhausted.

No. 17—Continues in force Art. 2157, BuSandA Manual, and Art. 2140-14, BuSandA Memo, relative disbursing to Coast Guard personnel, and instructions governing issuing of supplies to Coast Guard.

No. 18—Announces a second 12-week course in management and industrial engineering.

No. 19—Announces Ships' Editorial Association plans to provide to member newspapers full official information on subjects of vital interest to naval personnel (see p. 65).

No. 20—Fourth weekly report of regular Navy enlisted strength (see p. 72).

No. 21—States procedure governing foreign disposal of vessels.

No. 22—Directs immediate report on mechanical resuscitators and inhalators, in accordance CNO letter 12 July 1945 (NDB, 15 July) and BuMed letter 8 Aug 1945 (NDB, 31 August).

No. 23—Directs present and former COs submit award recommendations for present or former personnel to



Oak Leaf (NavHosp, Oakland, Calif.)

"Smitty's a happy guy . . . He's got the bird for the last time."

Navy Department, Board of Review for Decorations. Only recommendations not submitted previously are desired (see p. 75).

No. 24—Stresses that Alnav 2-46 (NDB, 15 January), which orders discontinuance of use of averment "the United States then being in a state of war" in specifications, does not apply to offenses committed prior 1 Jan 1946.

No. 25—Summarize demobilization report of Fleet Admiral Nimitz, CNO, and Vice Admiral Denfeld, Chief of Naval Personnel, before a joint meeting of Congress 15 January, in which it was stated: "No serious difficulties are being experienced anywhere in the demobilization program" (see p. 2).

No. 26—Fifth weekly report of regular Navy enlisted strength (see p. 72).

No. 27—Announces revision of GI Bill of Rights to liberalize educational benefits and loans (see p. 68).

No. 28—Announces appointment on 15 January for temporary service to the next higher rank or grade all commissioned and warrant officers of the active list of the regular Navy and Naval Reserve, including the Women's Reserve, on active duty including terminal leave, whose temporary promotions previously were authorized and subsequently withheld by reason of physical disability or disqualification, under hospital treatment,

on sick leave or sick list, or awaiting action of a Naval Retiring Board (see p. 65).

NavActs

No. 17-45—Announces appointment to commissioned ranks and warrant grades for temporary service to rank from 15 Dec. 1945 of certain named personnel.

No. 18—Announces applications desired from certain regular Navy line officers to transfer to Supply Corps (see p. 70).

No. 19—Restates and supersedes ALStaCon 192354, which set forth procedure to handle cases where officers have requested retention on active duty and subsequently request release prior to expiration of retention agreement. (This is the last NavAct of 1945.)

No. 1-1946—Amends Alnavs 234-45 (NDB, 15 September) which establishes policy to determine separation center to which personnel who are to be discharged should be ordered, and permits separation at center serving the area of the duty station or intake station, if separatees would have to travel more than 200 miles beyond their home of record in order to reach the separation center serving that location (see p. 65).

No. 2—States certain Supply Corps officers may submit applications for two-year post graduate course at Harvard School of Business Administra-

tion, applications to be in by 15 Feb 1946.

No. 3—States certificate of discharge under honorable conditions (form NavPers 661, revised 12-45), is identical to revised back of honorable discharge certificate (NavPers 660), described in BuPers Circ. Ltr. 355-45 (NDB, 15 Dec 1945) (see p. 68).

No. 4—Requests Supply Corps officers remain on active duty voluntarily after they become eligible for separation, because of serious personnel shortage in this classification.

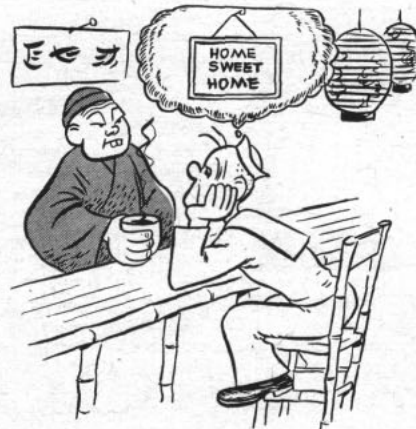
No. 5—Requests order writing authorities "authorize" rather than "direct" air travel except in urgent cases, because of decreased lift by NATS.

No. 6—Requests commands writing orders for officers include phrases following, where appropriate: "Records indicate you have requested transfer to permanent commissioned status in U. S. Navy," or "Records indicate you have requested postponement of your release from active duty beyond the normal time for your demobilization."

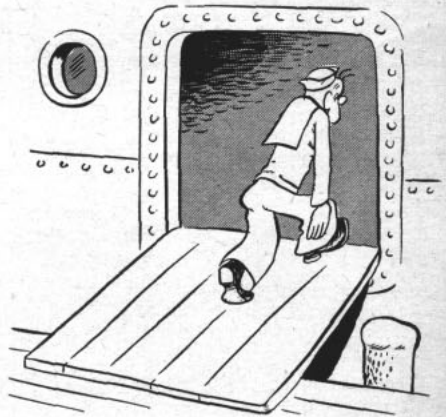
No. 7—States separation orders and endorsements thereon for officers on duty within or outside CLUSA shall contain phrase "proceed immediately" and not the single word "proceed." No proceed time will be allowed.

No. 8—Declares personnel on duty on board submarines assigned to Inactive Fleet and in inactive status as defined in Art. 637, Navy Regs, are not entitled to submarine pay.

ALL THUMBS



CHOW MANIA



FANTAIL FORUM

QUESTION: What do you expect to get out of the Navy?

Melvin J. Hollifield, S2c, Ashville, N. C.: "I expect to get a lot of experiences I wouldn't have got by staying in one small town. I've traveled around the country, but I've never lived anywhere but home. The Navy has changed that situation. Then I might get some practical experience. I want to be a machinist when I get out of the Navy and I think there's a chance I may pick up some mechanical knowledge in the Navy."



to be a machinist when I get out of the Navy and I think there's a chance I may pick up some mechanical knowledge in the Navy."

Alvin R. Funke, S2c, Arlington, Va.: "I don't figure I'll get anything out of the Navy. I can't go to service school because I'm in the Reserves. And I'll probably have the same duty I have now until I get out. The only thing I can say on the other side is that I've met a lot of interesting people I probably wouldn't have gotten to meet if I hadn't come into the Navy."



Charles Fletcher, S2c, Arlington, Va.: "I figure I'll get a lot out of the Navy. First, I guess there will be all sorts of experiences I couldn't get anywhere else. And then I'm pretty sure to do some traveling around the world. And I might even get a trade out of the Navy sooner or later that will help me in later life."



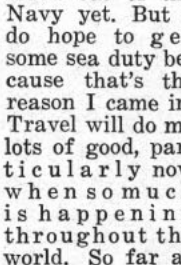
Frank Fletcher, Jr., S2c, Fremont, Va.: "Well, I got four years to go and so I should have plenty of time to learn things. I'll be doing plenty of traveling seeing lots of places I used to read about and I'll be meeting all kinds of people. I figure I'll learn to get along better with people before I get out of the Navy. Then I might pick up some sort of trade."



Louie E. Gowan, S2c, Columbus, Ga.: "What do I expect to get out of the Navy? I'll tell you what. Just three more years and two months, and that's all! I don't figure to learn a thing I couldn't learn outside. The whole business is a pretty doubtful proposition. The only thing I do know is that, no matter what happens, I'll take things as they come."



Jack Giesler, S2c, Clintwood, Va.: "I haven't been in long enough to get much out of the Navy yet. But I do hope to get some sea duty because that's the reason I came in. Travel will do me lots of good, particularly now when so much is happening throughout the world. So far as anything else is concerned, I can give you a better answer some time later."



Manning P. Miller, S2c, Chesterfield, Ill.: "The Navy to me is a means by which I may further my education and prepare for the future. I hope to visit foreign countries and attain a general knowledge that only travel can afford me. The Navy means learning to 'give and take,' learning to meet people and live amiably with them. That's what I expect to get from the Navy but only in proportion to what I put into it."



Richard Yow, S2c, Garfield, N. J.: "I expect to get an education out of the Navy, an education based on travel as well as trade skill. I'm particularly interested in the contact with foreign nationalities which the Navy makes possible. It means a lot in this world if you can speak the other man's language. I'm not going to pass up any chances for learning."



ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin; followed by the initials "cum. ed.," they refer to the cumulative edition of 31 Dec. 1943, which superseded all semi-monthly issues through that date; by "Jan.-July" or "July-Dec.," to the collated volumes for those six-month periods of 1944, containing all 1944 letters still in effect at the end of each of the two periods.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because inactivity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly. Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

PASS THIS COPY ALONG



SAILOR'S HOLIDAY



PIPING ALL HANDS

Want to keep up on news of the Navy? Publication of ALL HANDS will continue. You may subscribe for a personal copy. See page 76 of this issue for details.